

CHANGING GEARS

Tecnomar ups its game on the new 45m flagship *Ouranos*



KESTREL 106

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JEWEL OF THE MED

Sir Donald Gosling's favourite Sardinian hideaways on *Leander*



BOAT

INTERVIEW

All the action from this year's Loro Piana Superyacht Regatta

AFRICAN HEAT 1950s COOL

On board the stylish, fun 74m charter yacht *Mogambo*

JS OF THUNDER

As the J Class prepares for battle, we put the new *Rainbow* through its paces





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COVER: the 73.51 metre *Mogambo*
Photography: Bruce Thomas

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JASPER FABER; MAURIZIO PARADISI; JOHN LANGDON



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international news and events

Wally's first WallyCento sailing yacht, *Hamilton*, hits the water off the south coast of England; Bilgin launches the 40m *M*, its first X-bow yacht; Team for Design by Enrico Gobbi unveils a 46m concept combining extensive use of glass with owners' deck privacy; we report from the Big Class racing at the second Westward Cup in Cowes; plus a roundup of the top stories from our website

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RAINBOW

Holland Jachtbouw has arrived at the J Class party with a bang, adding hybrid power to a classic design to produce the beautiful, ferociously fast and ecologically aware *Rainbow*

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MOGAMBO

With its attractive hints of African adventure and 1950s glamour, the chic, spacious Nobiskrug *Mogambo* – and its many toys – is ready to offer one of the finest charter experiences of the summer

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The sixth yacht in an 'accidental' CRN series, the interior of this 60m was sculpted by land-based architects and sound engineered by the yard to be stylish and blissfully quiet

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OURANOS

After a challenging few years, Admiral Tecnomar has emerged determined to move to another level of design and build the highest quality yachts, starting with its 45m charter-focused flagship *Nadara*, *Ouranos*

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KESTREL

An experienced owner's vision of a well-balanced and luxurious sailing yacht with a good turn of speed, has finally become reality, with the *Kestrel* 106



CARLO BOBLENIGHI: GINNY DIXON: ROBERTHARDING.COM

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OCEAN TRAVELLER

LEANDER CRUISES SARDINIA

Sir Donald Gosling recounts his love affair with Sardinia and reveals his favourite spots on the island, whose coastlines he has explored on his 75m *Leander*. Lounge on the white sand of Relitto beach, see the boulders of Cala Corsara, or stop off for a seafood lunch at La Gritta restaurant at Palau

MARKET ANALYSIS/BROKERAGE

This month our analysis of the market focuses on 100m-plus yachts, with an unusual 13 of these top-bracket boats currently in-build. There's also our roundup of yachts sold and new to the market, as well as the most notable price updates

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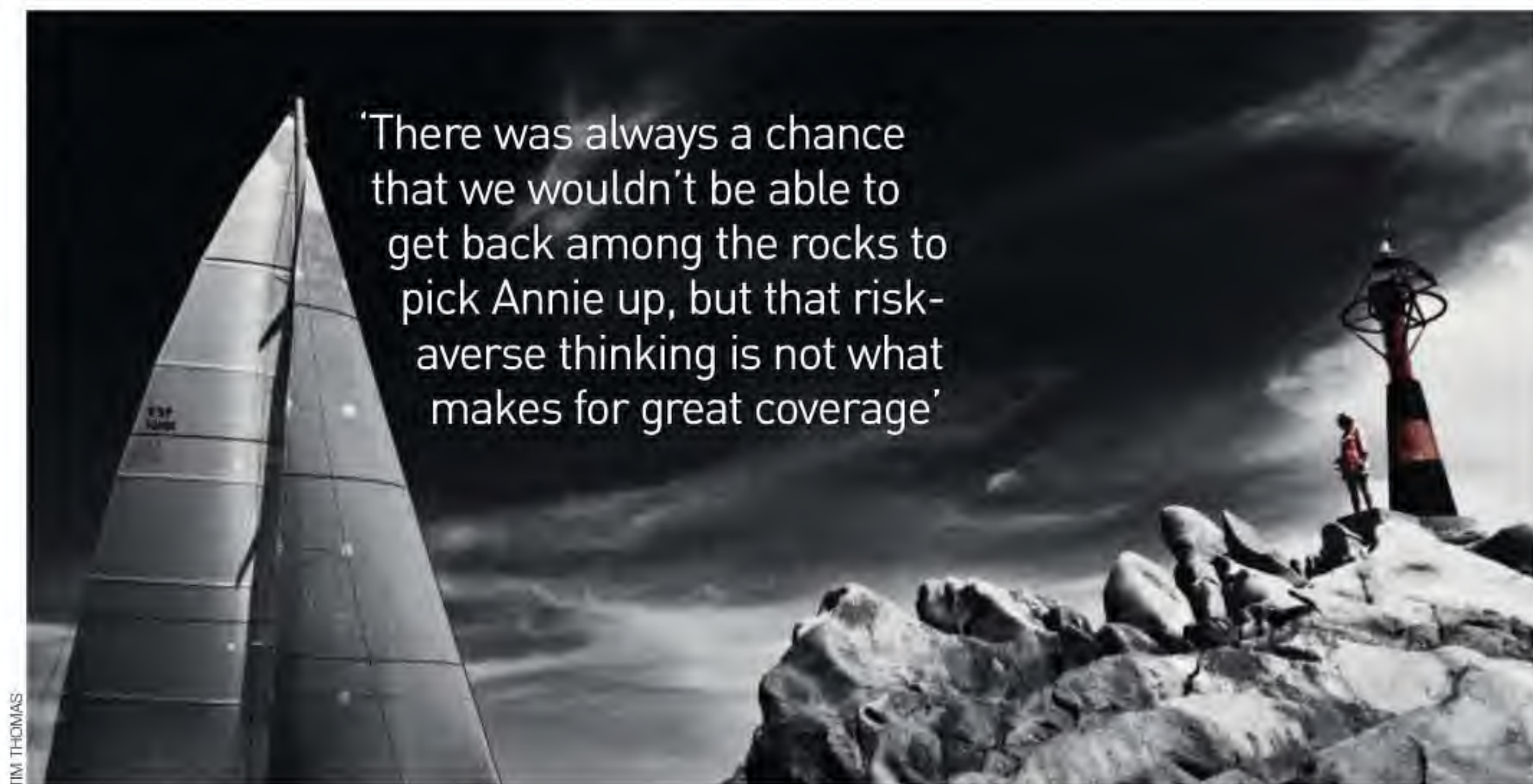
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TIM THOMAS

'There was always a chance that we wouldn't be able to get back among the rocks to pick Annie up, but that risk-averse thinking is not what makes for great coverage'



MARK SIMS

Let's get one thing straight. It is not usual for me to willingly abandon a woman on a tiny, wind-lashed rocky islet (although to be honest I can think of a couple of people who I wouldn't be so precious about). But when the opportunity presented itself during our Loro Piana Superyacht Regatta to throw race commentator Annie Gardner on to Mortoriotto (above) I will admit to a certain enthusiasm.

In case you should read that the wrong way, I mean that as a vantage point for viewing the fleet of sailing superyachts banging the corner during racing, it was pretty much unrivalled – and in reality I wish that I had been up there with her to enjoy the grandstand view. The RIB had been skilfully positioned by our great driver, Antonio, to allow disembarkation, and while Annie called the yacht roundings into her remote mic, we bobbed and heaved nearby and enjoyed the spectacle. There was always the chance that we wouldn't be able to get back in among the rocks to pick her up, but that risk-averse way of thinking is not what makes for great coverage. Anyway, if it had all gone wrong, I was safe in the knowledge that it wasn't my idea in the first place.

The race programme was extended by a day this year, and it had the same classic mix of hard racing and wonderful socialising that have made this a must-do event for sailing superyachts at the start of the Med season. Our print feature starts on [page 48](#), but we have extended coverage with more photos, videos and daily race reports variously online (loropianasuperyachtregatta.com) and in the iPad edition.

One of the things that makes the Loro Piana such a special

event is the Costa Smeralda [setting](#). If you are craving a bit of summer cruising turn to [page 146](#) – Sir Donald Gosling, owner of the 74.65m *Leander*, has enjoyed the astonishingly clear emerald waters of Sardinia over many years, and we tapped into his extensive knowledge to bring you his recommendations for a perfect Sardinian sojourn.

Of course, you could also charter a yacht such as the new 73.5m Nobiskrug *Mogambo*, to enjoy the island. We got on board to take a look at what she offers, and you can find out all about her in our feature starting on [page 90](#).

Finally, this summer brings the mighty J Class to Europe, culminating in a special regatta in the Solent, UK. We take a look at the pre-history of the Js, and step aboard the new *Rainbow* for an in-depth review of this modern classic, which features hybrid power and a reduced ecological footprint. Our coverage starts on [page 73](#).

If you plan to be out on the water to watch the Js in action, then make sure you pick up an iPad – we have added an exclusive, iPad-only J Class spotter's guide to this issue of *BI*. And if you see a lonely woman on a tiny, wind-lashed rock apparently talking to herself as the Js sail by, remember – it wasn't my idea...

Tim Thomas



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BOAT INTERNATIONAL MEDIA LTD

First Floor, 41-47 Hartfield Road,
London, SW19 3RQ, UK.

tel: +44 (0)20 8545 9330

general fax: +44 (0)20 8545 9333 • editorial fax: +44 (0)20 8545 9399

web: www.boatinternationalmedia.com

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editorial

PUBLISHER Tony Harris tony.harris@boatinternationalmedia.com
EDITOR Tim Thomas tim.thomas@boatinternationalmedia.com
SPECIAL ASSIGNMENTS EDITOR Amanda McCracken amanda.mccracken@boatinternationalmedia.com
PRODUCTION EDITOR Ivan Smith ivan.smith@boatinternationalmedia.com
ASSISTANT EDITOR Servanne Sohler servanne.sohler@boatinternationalmedia.com
ASSISTANT EDITOR Caroline White caroline.white@boatinternationalmedia.com
ART EDITOR Nick Kisch
DESIGNERS Alexandra Cupedo, Allison Amos
STAFF PHOTOGRAPHER Bussy Gedlek

CONTRIBUTORS

SAILING EDITOR Oliver Dewar
LEGAL John Leonida, Benjamin Maltby
AMERICA'S CUP Andrew Rice
NEWS Caroline White
FEATURES Danielle Aragon Cabrera, Tom Isitt, Andrew Rogers, Peter Boulton

CORRESPONDENTS

UK Adrian Morgan
USA Lynn Fitzpatrick
FRANCE Claire Griffiths, Peter Boulton
ITALY Dag Pike
THE NETHERLANDS Andrew Rogers
PALMA Benjamin Maltby
TURKEY Bruno Cianci
AUSTRALIA Jennie Fitzhardinge
NEW ZEALAND Ivor Wilkins

DIGITAL

HEAD OF DIGITAL Nick Martin nick.martin@boatinternationalmedia.com
CHARTER & BROKERAGE EDITOR +44 (0)1294 551900
Malcolm MacLean malcolm.macleaen@boatinternationalmedia.com
ONLINE EDITOR Keri Fuller kerri.fuller@boatinternationalmedia.com
RESEARCH & DATA MANAGER raphael.montigneaux@boatinternationalmedia.com
Raphael Montigneaux boatinternationalmedia.com
DIGITAL MARKETING MANAGER Tori Hanson victoria.hanson@boatinternationalmedia.com
DIGITAL PROJECT MANAGER Allan Groves allan.groves@boatinternationalmedia.com
WEB PRODUCTION ASSISTANT Oliver Newlyn oliver.newlyn@boatinternationalmedia.com

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SUBSCRIPTIONS

Boat International Subscriptions, PO Box 326, Sittingbourne, Kent. ME9 8FA
 tel: +44 (0)1795 414908 fax: +44 (0)1795 414 555
 (boatinternational@servicehelpline.co.uk)

DISTRIBUTION

Comag Ltd, Tavistock Road, West Drayton, Middlesex. UB7 7QE
 tel: +44 (0)1895 433800

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advertising

LONDON OFFICE

COMMERCIAL DIRECTOR	+44 (0)20 8545 9352
Victoria Lister	victoria.lister@boatinternationalmedia.com
SALES DIRECTOR	+44 (0)20 8545 9359
Jeremy Roche	jeremy.roche@boatinternationalmedia.com
EVENTS & LUXURY SALES MANAGER	+44 (0)20 8545 9364
Luca Vasile	luca.vasile@boatinternationalmedia.com
ACCOUNT MANAGER FRANCE & MONACO	+44 (0)20 8545 9360
Lionel Richard	lionel.richard@boatinternationalmedia.com
ACCOUNT MANAGER GERMANY, EASTERN EUROPE & EASTERN MED	+44 (0)20 8545 9369
Nick Dawes	nick.dawes@boatinternationalmedia.com
ACCOUNT MANAGER UK, BENELUX & SCANDINAVIA	+44 (0)20 8545 9355
Brian Lynch	brian.lynch@boatinternationalmedia.com
ACCOUNT MANAGER AUSTRALASIA	+64 9 950 3281
Pippa Johnson	pippa.johnson@boatinternationalmedia.com
ACCOUNT MANAGER	+44 (0)20 8545 9357
Krystyna Ledochowska	krystyna.ledochowska@boatinternationalmedia.com

FORT LAUDERDALE OFFICE

Tel: +1 954 522 2628	
ASSOCIATE PUBLISHER	ext 202
Ben Farnborough	ben.farnborough@boatinternationalmedia.com
NATIONAL ACCOUNT MANAGER	ext 213
Tanya Dezanger	tanya.dezanger@boatinternationalmedia.com
CHARTER & BROKERAGE ACCOUNT MANAGER, FLORIDA, SOUTH AMERICA AND CARIBBEAN	ext 212
Marc Welch	marc.welch@boatinternationalmedia.com
BUSINESS DEVELOPMENT MANAGER - LUXURY	ext 307
Kimberly Gonzales	kimberly.gonzales@boatinternationalmedia.com

PRODUCTION

PRODUCTION MANAGER	+44 (0)20 8545 9339
Tim Hartney	tim.hartney@boatinternationalmedia.com
PRODUCTION CONTROLLER	+44 (0)20 8545 9345
Lisa Kennett	lisa.kennett@boatinternationalmedia.com

EVENTS & MARKETING

Tel: +44 (0)20 8545 9336	
EVENTS DIRECTOR	
Alice C l'Anson Widdows	alice.widdows@boatinternationalmedia.com
OPERATIONS MANAGER	
Rachel Alcock	rachel.alcock@boatinternationalmedia.com
MARKETING & EVENTS EXECUTIVE	
Holly Lunn	holly.lunn@boatinternationalmedia.com
EVENTS EXECUTIVE	
Alexis Davis	alexis.davis@boatinternationalmedia.com
SALES & EVENTS EXECUTIVE	
Guglielmo Carrozzo	guglielmo.carrozzo@boatinternationalmedia.com

BOAT INTERNATIONAL MEDIA LTD

ACCOUNTANT Mark Goulbourne	mark.goulbourne@integral2.net
CHIEF FINANCIAL OFFICER Iain Chisolm	iain.chisolm@boatinternationalmedia.com
PUBLISHING DIRECTOR Tony Euden	tony.euden@boatinternationalmedia.com
CHIEF EXECUTIVE OFFICER Tony Harris	tony.harris@boatinternationalmedia.com

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'To stand on the phenomenal flush deck of the J Class *Rainbow* is to drift back to a time when sailing was silent'

► Andrew Rogers, *Rainbow*, page 80



1
MARK CHISNELL
USA



The 'Lunch with...' series of profiles is going to take me to places that other interviews don't reach, and the chat with John Staluppi was no exception. We met at his car museum, and I was lucky enough to have free run of the place after lunch. If only there had been a race track out the back and some keys in those ignitions...

► Page 62

2
ANDREW ROGERS
Holland



I'm a history man at heart, so it's always a pleasure to write about our sailing heritage and reflect on earlier days. The newly launched J Class superyacht *Rainbow* may feature an incredibly innovative hybrid propulsion package, but to stand on her phenomenal flush deck is to drift back to a time when sailing was silent for a very different reason.

► Page 80

3
PETER BOULTON
France



I don't often get to 'do' sailboats, despite having cut my skippering teeth on them, so an assignment to cover the new Kestrel 106 came as a very pleasant surprise. From the moment of being warmly welcomed on board until reluctant departure time, this yacht was a revelation of innovative design everywhere, meticulous construction and unbelievable space, dominated overall by a team spirit of achievement.

► Page 134

4
TOM ISITT
Italy



Attempting to quantify something as nebulous as 'build quality' is difficult. There are no hard and fast rules, and nothing you can actually measure – it's more a feeling that comes from spending several decades poking around on superyachts. But this is something we are regularly asked to do for the magazine, and sea-trialling the Tecnomar 45m was a lesson in trying to define the certain something that constitutes build quality.

► Page 122

5
CAROLINE WHITE
Italy



I cursed my dictaphone as I was led through the sculptured interiors of *Darlings Danama* at the Genoa charter show. The contraption had just uttered its mortal bleep mid-interview and I vowed never to trust 'convenience' technology again. But then I was shown noise cancelling speakers and anti-steam mirrors on the CRN 60m. I fell in love anew with gadgetry – well, the kind you get on superyachts.

► Page 108

6
DANIELLE ARAGON
Italy



I am an interior design and DIY junkie and was thrilled that Reymond Langton had *carte blanche* for the design of *Mogambo*. The theme appears simple at first sight, but on closer inspection there are textured walls and surfaces evoking a subtle African theme, as well as intricate pieces created just for *Mogambo*. The *pièce de résistance* is the acid etched and sandblasted backlit artwork in the main saloon. I wonder, how can I replicate that at home...?

► Page 90

eye opener





New Caledonia, 17.03.12

The 6.7m long DeepFlight Super Falcon, beloved toy of superyacht owner Tom Perkins, dives to 300m and is much more mobile under water than most subs. It is pictured being winched on board its mothership *Dr. No*, a 37m former Japanese fishing vessel that Perkins bought to carry it (selling his iconic sailer *Maltese Falcon*). Francesca Truter, a dive instructor and videographer on the yacht, took this photograph during a dive off Amédée Island, New Caledonia.

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Tim Heywood



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First WallyCento launched



► The first WallyCento sailing yacht, *Hamilton*, has hit the water off the south coast of England.

The 30.48m yacht was built by UK yard Green Marine to the WallyCento 'box rule' class, created by Wally to offer potential owners the chance to race competitively in a high-performance class, while still affording a few luxuries for post-regatta cruising.

'It is the perfect mix of a Grand Prix thoroughbred racing yacht and a luxury cruising boat,' says Green Marine managing director Marcel Müller. 'The concept is both exciting and thrilling.'

Naval architect Judel Vrolijk has given *Hamilton* a beautiful planing hull coupled with a powerful sail plan and moveable ballast. With a sail area of 640m², this composite sailing yacht is expected to exceed 25 knots downwind. The interior, designed by Design Unlimited will accommodate eight guests.

A second WallyCento, currently under construction at WallyEurope in Ancona, is due to be launched at the end of the year. 'Next year they will engage in epic duels on the water with *Magic Carpet Cubed*, the second WallyCento we have in the order book, further raising the racing level,' says Luca Bassani Antivari, Wally president and founder.

CONTACT: Wally tel: +37 7 93 10 00 93 web: www.wally.com



Heesen's 34m all-aluminium superyacht *Galactica Plus*, which is under sea trials and due for delivery at the beginning of July

On the iPad this issue

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Darlings Danama

On the iPad app you'll see yet more images of CRN's volume-efficient, quiet and stylishly designed 59.5m motor yacht *Darlings Danama*



Ouranos

This 45m tri-deck planing yacht from Tecnomar's Nadara range is handsome and well built – check out the iPad app for extra pictures of her



Ocean Traveller: *Leander* in Sardinia

Enjoy yet more gorgeous images from Sardinia on the iPad, as *Leander* owner Sir Donald Gosling takes us on a cruise of his favourite spots



Bilgin launches 40m *M*, its first X-bow yacht

► Moving on from his previous Bilgin-built motor yacht, the 2007 29.9m *Je T'aime Too*, the owner of Bilgin's latest launch went in a markedly different direction with the reverse-bow 40m *M*.

'He's an unusual person, so it's normal for him to have something unusual,' says Yildirim Bilgin of Bilgin Shipyards, who confirms that the design by UK-based H2 Yacht Design fits the experienced owner's unique tastes. H2 was responsible for both the exterior and the interior styling.

A mix of sharp and flowing lines give *M* an aggressive yet elegant exterior profile. Her black and white interior is modern and features luxurious leather furnishings and macassar and zebrano woods. A 3m-long retractable sunshade opens the upper saloon to the outdoors.

This is the Turkish builder's first X-bow yacht, but Bilgin has already signed an order for a similarly styled 45m. Bilgin and H2 will collaborate again on this project, as well as on another recently signed 50m motor yacht.

CONTACT: Bilgin tel: +90 (0) 212 599 6353 web: bilginyacht.com; H2 Yacht Design tel: +44 (0)208 788 5008 web: www.h2yachtdesign.com

Gobbi installs privacy on a 46m 'glass boat'

► Enrico Gobbi has woven together two difficult-to-combine elements in his latest 46m concept: owner privacy and lots of glass.

Commissioned by a client of the Rossi Navi shipyard, *Boat International* can exclusively reveal details of the design. 'The client wanted a "glass boat",' says Gobbi, founder of Team for Design. 'The main deck has ceiling to floor windows, and glass balustrades on the

side passage; the lines are very minimalistic, straight and horizontal.'

The upper deck is dedicated to the owner and the elevated position increases privacy, despite views through 180 degrees from more full-height windows. The deck features a full-beam cabin, private saloon and aft deck, but the best outdoor space is forward, where the high sheerline protects the large deck and spa pool from prying eyes.

The high sheerline also benefits the line of the yacht. The boat has a more angular, explorer feel than Gobbi's normally sleek designs such as the Ketos line (the 48m version of which is in build at Rossi Navi). But even given the more rugged style, a four deck 46m risks looking over-piled. 'We put the pilothouse on the top deck but used very little superstructure – there is only the wheelhouse room and a sofa for the guests,' says Gobbi. 'But also the upper deck is included in the sheerline of the hull. This was to cover, hide a bit, the height.'



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RICK TOMLINSON

Second Westward Cup a success in the Solent

► Three striking Big Class classics – *Mariette*, *Eleonora* and *Mariquita* – came great distances to race together in the second Westward Cup in the Solent, and relive the historic racing of the early 1900s in style.

'The racing fleet 100 years ago was not much bigger than this,' said Zbynek Zak, owner of *Eleonora*. 'Five, six, seven Big Class yachts, that was it – this is the same size of fleet. We sail in the Corinthian style with the owners at the helm.'

Typically the English weather was changeable for the fleet, with winds either light or tipping 27 knots and driving rain welcoming the crews during the four days of racing. But owners, captains and crew persevered, and all enjoyed good courses set by the race officers in the challenging conditions. The races took the yachts up and down the east and west Solent – making the most of these most famous of sailing grounds – past views of Osborne House, the forts and the Isle of Wight, where duels were fought between *Mariette* and *Mariquita* in open water and all yachts stretched their canvas to the full on downwind legs.



Mariquita (top), *Eleonora* and *Mariette* (dark blue hull) flex their Big Class muscles as they do battle on a blustery Solent during the Westward Cup



Eleonora flies full canvas during one of the four races the yachts enjoyed. Winds occasionally hit 27 knots during the event



WINNERS

Race 1 (Boat International Media Race)	<i>Mariette</i>
Race 2 (Yacht Club de Monaco Race)	<i>Mariette</i>
Race 3 (New York Yacht Club Race)	<i>Mariette</i>
Race 4 (Royal Yacht Squadron Race)	<i>Eleonora</i>

OVERALL RESULTS

First place and winner of the 2012 Westward Cup	<i>Mariette</i>
Second place	<i>Eleonora</i>
Third place	<i>Mariquita</i>

'Racing in many circles has become too crowded, especially in the Med, but here it's like a private party,' Zak added. For all three owners it is clear that the friendliness of the Royal Yacht Squadron (RYS) and the experience of the race officers is paramount.

The regatta was very similar to that of 2010, with the addition this year of a special event that brought young sailors (called 'cadets') from the New York Yacht Club (NYYC), Yacht Club de Monaco (YCM) and the RYS together to race *Eleonora*. The event was pioneered by RYS member Oliver Stanley, who has been running courses for

youths for nine years. This year the RYS extended the program to the participating yacht clubs. 'It teaches the youngsters discipline and gives them sailing experience on board a big classic,' said Stanley.

'[The program is] a two-way street: we give them the experience of sailing on classic boats,' added Zak, 'and on the other hand we need race crew. We need people to handle sails.'

'I love this event, because it's like a private party and the Royal Yacht Squadron really do it so well,' Patrice Mourreau, owner of *Mariette* told *BI*.



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Project Azzam News of this top-secret Lürssen project continues to rack up page hits, and most clicked is *Boat International's* exclusive report on the build details – including confirmation of the designer. At a confirmed 180m, the vessel is set to become the world's largest private yacht, demoting 162.5m *Eclipse*



CARLO BORLENGHI

Numptia Charterers may grieve at news that the chic, contemporary 70m *Numptia* will no longer be available for hire. Burgess has sold the 2011 Rossi Navi with exterior styling by Design Studio Spadolini



Blohm + Voss 104m

Vripack Yacht & Ship has closed on the sale of a graceful 1961 Blohm + Voss yacht, which measures 104m and offers an ideal conversion project

yard round-up

- Admiral Tecnomar announced its third motor yacht order in less than two months, adding a 45m to the 38m and 30m already on its books; Benetti launched its 43.6m *Checkmate*, the 16th hull in a series introduced in 2002 with *Patricia* (now *JL Seagull*); Turkish yard Sunrise Yachts announced an order for a 55.6m diesel-electric motor yacht

design round-up

- Guido de Groot has designed a 27.5m fuel-efficient, environmentally friendly yacht for Intec Marine, with a 42.6m version still on his boards; Dubois reported the successful tank testing of its 100m sloop; Jens Cruse of Cruse Naval Design has designed a 90m with hatches designed to improve storage and lifestyle

top 5 hot topics



F45 Vantage

Feadship sold the sixth hull in its F45 Vantage series to a Chinese client, suggesting the yard's efforts to tap into the Asian market are paying off

Pirou 76.6m

Pirou, best known for commercial ship building, announced an order for a 76.6m explorer motor yacht, which will be constructed in Concarneau, Brittany

Italian charter VAT

Fiona Maureso, head of charter at YPI, explains the new Italian regulations for superyachts chartering in Italian waters

Okko

Mondo Marine has launched its 40.8m motor yacht *Okko*, with interior and exterior design by Giorgio Vafiadis

Ilona

Amels has completed the major refit of 73.7m motor yacht *Ilona* – and the yacht has been spotted on the Côte d'Azur with her new face

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america's cup diary

words: Andrew Rice

photography: Sander van der Borch / Artemis Racing

Approaching first practice on AC72s, Artemis breaks its wing rig – a four-month setback

The Artemis team has been getting its teething problems out of the way early



Artemis Racing became the first to sail with an AC72 wing rig, and 12 days of sailing later, the Swedish team became the first to break one. A four-month setback, in the estimation of Paul Cayard, the team boss.

But the failure of the 40 metre rig is no catastrophe, Cayard claims. 'Start early, break early,' he says. Better this happened in May 2012 rather than May 2013, is his assessment of a bad day at the office in Valencia, the team's training ground. In any case, Cayard says the team plans to go to windy San Francisco next year with three wings ready to race.

The rules for the 34th Cup state that no one is allowed to launch an AC72 until 1 July this year, and Artemis had been planning to get sailing on or very soon after that date. But they've earned early wing experience by sailing with their prototype rig on an old ORMA 60 French trimaran, as close a piece of existing technology as you could find for the AC72.

For the first time in the America's Cup, teams are restricted in terms of how many days' sailing they can do on the AC72s. Similar to the limits imposed on Formula One teams and the track testing time that has long been part of their sport, the aim is to limit cost. Artemis and the other well-funded teams will be doing everything they can to make best possible use of the maximum 30 days allotted for sailing an AC72 during 2012.

Artemis wanted to be the first to launch an AC72, but that no longer looks likely. Oracle's wing and crossbeams were recently delivered to the team base in San Francisco, having been constructed in New Zealand. Under competition rules, the hulls must be built in the country a team represents, and Oracle's US-built hulls will soon be matched up with the rest of the boat.

A key member of Oracle's design team is Dirk Kramers, who masterminded the engineering on Alinghi's beautiful but ill-fated catamaran from the last America's Cup. Now Kramers is reunited with Alinghi's former design coordinator Grant Simmer, who joins Oracle as general manager. Barely two years have passed since Oracle's wing-masted trimaran wrenched the Auld Mug away from Alinghi's soft-sailed catamaran, the swift and brutal 2-0 conclusion of three years of court battles and mudslinging. But old enmities have been cast aside as Oracle continues to hire the most experienced Cup campaigners in the business.

Simmer navigated *Australia II* to her famous victory in Newport almost 30 years ago and has been a prime mover in the America's Cup ever since. 'Having won the America's Cup with and without Russell, and then having been beaten by his team in 2010, we have healthy respect of each other's abilities and what it is required to win,' he says. 'It's good to be working together again.'

LORO PIANA SUPERYACHT REGATTA

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The 2012 Superyacht Design Symposium

23-24 October 2012



► The Symposium will be held at the Mandarin Oriental, Miami on 23 and 24 October, immediately preceding the Fort Lauderdale International Boat Show.

Book by 8 July to take advantage of a 20 per cent discount on the standard registration rate. Tickets can be secured through the event website and the special price obtained by using discount code

SDS2012EARLY at checkout.

Symposium delegates can also benefit from preferred accommodation rates at the luxury Mandarin Oriental, Miami – details and how to book can be found online.

More detailed descriptions of each topic to be discussed can be seen on the event website **superyachtdesignsymposium.com**.

Several speakers are now confirmed for the Superyacht Design Symposium:

- Making the most of outdoor living space on superyachts: Frank Neubelt, NC-2 Yacht Design
- How bow shapes define style and performance: Martin Francis, Francis Design Consulting; Roger Marshall, Roger Marshall Yacht Designs; Ronno Schouten, De Voogt Naval Architects
- Working with classification societies: DNV; Lloyd's Register; Martin Baum, Pantaenius; Paolo Moretti, RINA; Ilker Yitik, 777 Yacht Group
- Uncharted waters for explorer yachts and family cruisers: Vasco Buonpensiere, Cantiere delle Marche; Martin Francis, Francis Design Consulting; Marnix Hoekstra, Vripack
- Defining beauty in yachts – the new aesthetic:

German Frers, Frers Naval Architecture; Simon Rowell, Bannenberg & Rowell; Remi Tessier, Remi Tessier Design

- AV and communication: tomorrow's world and today's challenge: Paul Cook, Funa ANT; Bonnie McIvor, McIvor & Team; Derik Wagener, MTN Satellite Communications
- Advances in design of performance cruising sail boats: Luca Bassani, Wally; Merfyn Owen, Owen Clarke Design; Jim Pugh, Reichel Pugh Design; Ed Roberts, Hodgdon Yachts; Marcel Müller, Green Marine
- On board spas – raising the bar: Paul Greenman, Bradford Products; Neil Howard, Howard Spa Consulting
- Innovative materials – yacht coatings: Christian von der Heyde, Alexseal

Upcoming events



19 – 22 SEPTEMBER

Captains' Hideout & Monaco Yacht Show
Principality of Monaco



23 – 24 OCTOBER

Superyacht Design Symposium
Mandarin Oriental, Miami



25 – 29 OCTOBER

Fort Lauderdale International Boat Show
Florida



13 – 15 NOVEMBER

METS
The Netherlands, Amsterdam



2 – 8 DECEMBER

Antigua Charter Yacht Show
Antigua, West Indies



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Clockwise from top: awards presenter Annabel Croft; Sylke auf dem Graben and Michael Bremen (Lürssen), Enzo Romano (Fincantieri) and Mario Pedol (Nauta Yachts); designer Enrico Gobbi arrives; Ioanna Marinopoulos, designer of *Doubleshot*, holds court; stylish entertainment; Sanlorenzo's Massimo Perotti accepts the Environmental award from RINA's Paolo Moretti



THE GLITZ AND THE GLAMOUR OF MONACO PROVIDED THE PERFECT BACKDROP FOR THIS YEAR'S SHOWBOATS DESIGN AWARDS

Superyacht owners, Monaco Rendezvous guests, VIPs and some of the world's greatest superyacht designers gathered at the Monaco Opera House on 22 June to celebrate the very best in design from the superyacht industry. With the coveted golden Neptunes being awarded in such categories as technical design, interior design, naval architecture and styling it was certainly a night to remember – not least for designer and naval architect Philippe Briand, who

achieved a unique double, taking home Neptunes for exterior design in both the motor yacht and sailing yacht categories for his work on *Galileo G* and *Vertigo*.

For a full rundown of the winners, turn to [page 39](#), view the video of the event and an extended gallery from the glittering gala evening on this issue's iPad edition, or head to the event website at showboatsdesignawards.com.

Opposite page (left to right): multiple award winner Philippe Briand with George Nicholson; Riza Tansu and sons proudly display their Neptune for *Bartender* (ex-*Nomad*); guest arrivals

words: Tim Thomas
photography:
Mark Sims





Entertainment at the Monaco Opera House was provided by cabaret act the IT Girls (left), before DJ Oliver Fatemi took over for the rest of the night



Espen Øino (left, with Toby Allies from Pendennis Shipyard) took home a Neptune for the design of the Danish Yachts flyer *Shooting Star*; guests included several superyacht owners and VIPs; the winners gathered on stage (below) at the end of the evening to celebrate their shared success



As well as superyacht owners, top designers were present, including Fiona Diamond, Andrew Langton and Pascale Reymond (middle row left); Jonathan Rhoades, Mark Smith and Michael Leach (above) won Neptunes for *Hetairos* and *Hemisphere* respectively



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ShowBoats DESIGN AWARDS

MONACO OPERA HOUSE, MONACO

THIS YEAR'S AWARDS – THE THIRD – AGAIN CELEBRATE THE INDIVIDUAL SKILLS AND DISCIPLINES THAT GO INTO THE CREATION OF A SUPERYACHT; WHERE PRACTICAL DESIGN GOES HAND IN HAND WITH IMAGINATION



Young designer of the year award



Benjamin Toth

The judges congratulate this year's entrants, all of whom submitted work of a particularly high standard. The task, which called for the conversion of a former 50 metre survey vessel into a yacht of 'cutting edge design', attracted 21 entries from around the world. The winner was judged to be the ReSeadence 50, designed by Benjamin Julian Toth from Vienna, Austria, whose solution not only showed sympathy with the original vessel, but also incorporated novel design features within its *avant-garde* appearance, in particular the beach club facility located on the well deck.

Exterior design & styling award

DISPLACEMENT MOTOR YACHTS OVER 60M

Tango



Six incredible yachts formed the finalists in this competitive class, but the judges almost unanimously agreed that one of these stood out as being a distinctively new and attractive style. This yacht is *Tango*, built by Feadship's Royal van Lent Shipyard with exterior design by Eidsgaard Design.

DISPLACEMENT MOTOR YACHTS 30-59.99M

Galileo G

Last year this award was swept up by *Exuma*, the first in a series bearing the Vitruvius name, designed by the French naval architect Philippe Briand and built by Picchiotti, a yard owned by Perini Navi. It therefore came as no surprise that the jury, largely comprising design professionals, admired *Galileo G*, the second, slightly larger yacht in this same series.



SEMI DISPLACEMENT & PLANING MOTOR YACHTS

Shooting Star



The judges felt that the enjoyment of open-air living was taken to a new level by the winner of this class, *Shooting Star* – a yacht designed by Espen Øino and built to very strict weight limits to provide particularly high performance with a standard diesel/water-jet propulsion package.

SAILING YACHTS

Vertigo

Vertigo, designed by Philippe Briand and built by Alloy Yachts, impressed the judges with her good looks, the practicality and appeal of her deck spaces, and her innovative features.

Among the latter, the judges deemed that the 'midarettas' – a term Alloy Yachts uses to describe the lower deck compartments that open to the water through shell doors in the mid sections – were both novel and useful in their provision of a well located diving store and fitness room.



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Design & technology award



Of the three excellent entries submitted, the judges homed in on the technology in the hydraulic-powered propulsion system developed for the sailing yacht *Hetairos*, a high-performance schooner built by Baltic Yachts for a German client. This yacht's diesel-electric system demanded the design of two 360-degree rotating thrusters which, to leave a clean hull profile, retract into watertight boxes that are pumped dry to avoid carrying the weight of water within them.

Interior design award

DISPLACEMENT MOTOR YACHTS 30-59.99M

Bartender

Riza Tansu designed the interior of *Nomade*, an explorer yacht recently sold to the owner of the super-racer *Firefly* as a mothership, and aptly renamed *Bartender*. The jury felt that the elegant minimalism, functionality and practicality of her interior eminently matched her new role.



DISPLACEMENT MOTOR YACHTS OVER 60M

Musashi



After much discussion over the ballots, it became clear *Musashi's* subtle blend of Japanese design combined with the influences of Bauhaus and American art deco had triumphed over her peers, in this very competitive class.

SEMI-DISPLACEMENT & PLANING MOTOR YACHTS

Satori



The judges' interest was focused upon two yachts that exhibited a particularly clean and modern interior style. *Shooting Star* appealed for its light Scandinavian style, while the other, *Satori*, was liked for its timeless, contemporary elegance and pure design that incorporated a lot of detailing. After lengthy discussion, the secret ballots revealed a nod for *Satori*.

SAILING YACHTS

Hemisphere

In this category, two yachts stood out, and each was awarded a Neptune. The judges admired *Hemisphere's* interior for the luxurious ambiance achieved in combination with practical damage-resistant materials. The way the owners achieved what they wanted was due to a very close relationship with the designers.



Hetairos

The interior of *Hetairos* was commended for its achievement of a warm and comfortable eclectic style in keeping with her appearance, all within an extremely low weight allowance. Despite a touch of 'Asian Colonial' style that crept in, the judges felt that the interior of *Hetairos* blended well with her exterior.



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Interior layout award

MOTOR YACHTS



DICK HOLTHUIS

E&E's division of space and layout is highly functional and equitably divided between guests and crew – the latter provided with good accommodations and working spaces – while providing every technical element of the yacht with an appropriate volume.

SAILING YACHTS



Hemisphere

The sub-committee singled out *Hemisphere* because of the highly successful manner in which her designers overcame the restrictions placed on them by a catamaran hull-form to create a highly successful, fully functional and totally novel layout for a yacht of this type.

Vertigo

The sub-committee was equally impressed by the way the space aboard monohull *Vertigo* had been divided to produce excellent guest areas, accommodation and facilities. On the main deck, saloon, dining area and study were positioned in a new and interesting manner.



Naval architecture award

MOTOR YACHTS



Numptia

When analysing this shortlist, it was apparent the field had separated itself into those using modern technology to move the game ahead and those that were not. *Numptia* emerged as the winner, with a highly refined hull form and a careful matching of the requisite machinery components being decisive factors.

SAILING YACHTS

Sarissa

The sub-committee chose the Tripp Design *Sarissa* as the most complete and effective package for a beautiful and well conceived design, providing excellent performance from a modern hull form, a balance between the draught-displacement-sail plan requirements and a well considered deck layout.



Yachts for the new frontier [5]




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Bespoke furniture award _____ Environmental protection award _____

Numptia

Judges' attention focused on *Numptia's* dining table, the sofa aboard *Quinta Essentia*, and the make-up table and sideboard for the master suite aboard *Sapphire*, with *Numptia's* table winning. Designed by Achille Salvagni of the Rome interior designer Salvagni Architeti, it was constructed by the metalwork company Marzorati Ronchetti, from Cantù, Northern Italy.



Sanlorenzo



Award sponsor RINA encourages designers and owners to minimise noxious emissions from their yachts. Among other attributes, winner *Sanlorenzo* uses electronic probes to monitor and prevent fuel oil spillage, while hydraulic oil leakage from steering systems is eliminated by using electric actuators.

Recreational space award _____



Vertigo

Boats were judged for elegance of design, functionality, amenities, practicality and innovative features. *Vertigo*, with her novel midships lazarettes on the lower deck, gives access to the sea through shell doors from a gymnasium to port and a diving store to starboard. Both fold-down platforms, accessible from the deck down companionways that automatically retract into the hull, can be used as tender docks or swim platforms.

Newcomer of the year award _____ Tender design award _____

ILUMINUS DESIGN GROUP

This category provides insight into the new talent joining the industry. The top scorer was Illuminus Design Group for the redesign of *Snowbird*. The judges felt this yacht's plain interior had been lifted with the works of art displayed and the colourful, carefully coordinated fabrics and accessories, together with new furniture and finishes, creating a fun and sophisticated space.



Tango



The contestants were examined in detail in respect to their aesthetics, passenger comfort and technical aspects. The voting clearly indicated the winner to be the tender to *Tango*, a craft that had been much admired for an appearance that subtly matched its mothership, while boasting supreme comfort and a first-class standard of construction.



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As for her accommodation she has a spacious owner's stateroom which looks out through extensive stern windows; a VIP guest cabin to starboard; a luxurious guest cabin to port; a further VIP guest cabin and an additional twin guest cabin.

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- Full width owners stateroom
- Two VIP guest cabins
- Two conventional guest cabins
- The full width saloon has panoramic views even when seated and this opens on to the aft deck dining area with a substantial bar and a lounging area further aft
- She has Formula spars and Doyle sails



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The Loro Piana Superyacht Regatta

IT WAS ALL CHANGE AT THE FIFTH
LORO PIANA SUPERYACHT REGATTA
IN JUNE, WITH AN EXTENDED RACE
PROGRAMME AND NEW PARTY VENUES.
BUT THE ACTION WAS AS CLASSIC AS EVER

words: Tim Thomas

photography: Carlo Borlenghi; Mark Sims; Jeff Brown/Superyacht Media

LORO PIANA SUPERYACHT REGATTA

‘We like it here, racing round the islands. In fact, if God invented sailing, then he made Sardinia especially for it!’

Brian Benjamin, owner of SY *Aegir*

If the essence of a good regatta is drama and spectacle, then this year's Loro Piana Superyacht Regatta was a classic. From the arrival of the Maestrale and Scirocco winds to some tooth-and-nail fighting on the course, the fifth edition of this annual regatta – which, as the opening event of the Mediterranean season, is a must-do for sailing superyachts – featured a few changes this year, including an extra race day, a lay day for the Cruising division, and a change of venue for some evening events. Organised by Boat International Media and hosted by the Yacht Club Costa Smeralda, the regatta got off to a blustery start as the magnificent fleet – divided into Performance and Cruising classes – headed out for the first race after a postponement due to 30-plus knot winds. It was a theme repeated for much of the week, with one day lost due to too much wind, and strong breezes providing perfect sailing conditions for three of the other four race days.

The fleet comprised a vast array of sailing yachts, from the 24 metre *Ivanka* to the 45 metre *Salperton* and the 57.5 metre ketch *Twizzle*. In between were yachts including the 29 metre *Scorpione dei Mari*, the 38.8 metre and former winner *Ganesha*, the 33 metre modern classic *Annagine* and 37.1 metre *Moonbird*. Competition in the Cruising division was fierce, with just four points separating the top seven as the final day of racing got under way. An armada



Clockwise from top: the yachts *My Song* and *Aegir* enjoyed epic battles in the Performance class; the Cruising division had close racing, particularly between the Southern Wind yachts, which were also competing for the SWS Trophy; the terraces of the Yacht Club Costa Smeralda played host to owners and their guests; owners enjoy their time off the water as well as on it



'I am very happy as this is my
first regatta with this boat.
This type of racing through the
islands is very beautiful!'

Juan Ignacio Entrecanales, owner of SY KibokoDas





of Southern Wind yachts, racing in the Cruising division, provided further spectacle competing for the biennial Southern Wind Shipyard Trophy. In the Performance division – subdivided into Racing and Cruiser/Racer categories – competition was no less intense. Although Lord Irvine Laidlaw's *Highland Fling* was the pace-setter, she nearly didn't have it her own way, with *Aegir* finishing just 13 seconds behind on corrected time in one race. Meanwhile, *Aegir* and the identically rated Cookson *My Song*, engaged in epic battles where match racing tactics came to the fore... For blow-by-blow accounts of each day's action, visit loropianasuperyachtregatta.com.

The social side of the regatta was no less thrilling. There was the elegance of the Owner's Dinner at the YCCS clubhouse – with performances from renowned flautist Andrea Griminelli and singer/songwriter Dolcenera – and a pizza party in the Piazza Azzurra. The legendary beach party moved to the spectacular and exclusive Phi Beach – where guests danced among the extraordinary rock formations. The lay day for the Cruising division also provided the chance for owners, guests and VIPs to enjoy lunch at La Casitta, a restaurant with an enviable aspect on the island of Santa Maria. A Benetti Tradition 105 was on hand to transport guests to and from the island, and in itself formed an impromptu party venue. For full accounts of each day's racing, extended galleries and video, head to the iPad or visit loropianasuperyachtregatta.com.



‘It’s really beautiful here – all the islands means flatter water, which makes racing more controllable, and the scenery is fantastic’

Peter Stas, *SY Alpina*

Clockwise from opposite top: crystal waters of the Costa Smeralda; crew prep; the fleet on a fetch; enjoying a well-deserved beer on *Salperton*; *Moonbird* hoists; the fleet rounds Mortoriotto





"The pleasure is when a donkey
like me helms and the boat goes!
Fantastic, relaxing, beautiful..."

A Southern Wind owner





LORO PIANA SUPERYACHT REGATTA

‘We are very happy. We met lots of great people – it was a fun week’

Owner and crew, SY *Cape Arrow*



Clockwise from opposite top: *Highland Fling* shows her bottom; the fleet battles it out under spinnaker; *Scorpione dei Mari* drops her kite; pizza party in the Piazza Azzurra; lunch for owners and VIPs on the island of Santa Maria; riding the nose of *Aegir*; enjoying the party at Phi Beach



LORO PIANA SUPERYACHT REGATTA

Clockwise from right: the winning crew of *Ganesha*; *Salperton* on a charge around the rocks; dancing the night away at Phi Beach; an early bath for *Highland Fling*'s bowman; the Silver Jubilee Cup by Boat International Media





‘Everyone’s a winner, even those who stay on the beach and watch how the regatta is going from there. When it’s 25-30 knots and you’re going like a train, it’s why we’re here!’

Owner, SY Ivanka

LORO PIANA SUPERYACHT REGATTA



Clockwise from left: DJ at Phi Beach party; owners and guests enjoy the Benetti Tradition 105's hospitality; *Scorpione dei Mari*'s owner receives his prize for second in the Cruising division; soaking up the stunning Phi Beach atmosphere

'I really love this place. It's the best start to the Med season – nice people, nice marina, beautiful views, very good conditions. It's always a pleasure to take part in this regatta'

Owner, SY *Ivanka*





2012 results



Winner of the Loro Piana Prize Overall (the Silver Jubilee Cup by Boat International Media)
Ganesha

Performance Division Overall
1st *Highland Fling*
2nd *Aegir*
3rd *My Song*

Cruising Division Overall
1st *Ganesha*
2nd *Scorpione dei Mari*
3rd *Salperton*

Southern Wind Shipyard Trophy
1st *Cape Arrow*
2nd *Mrs Seven*
3rd *KibokoDos*

Performance Division (racing category)
Highland Fling

Performance Division (cruiser/racer category)
Aegir

Best Classified Fitzroy Yacht
Ganesha

Top Classified YCCS Member
Ganesha

Top Classified Yacht Over 31m
Ganesha

International Maxi Association trophy
Highland Fling



The fleet on the YCCS docks (top); Fitzroy Yachts MD Rodney Martin presents the trophy for Fitzroy Race Day to *Ganesha* (above); a healthy haul of silver for the crew of *Ganesha* (left)

Important dates

Transatlantic Superyacht Regatta, Tenerife to BVIs
26 November 2012
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LUNCH WITH...

John Staluppi

THE LOVE OF CARS, ENGINES AND SPEED HELPED BUILD JOHN STALUPPI A BUSINESS EMPIRE, BUT ALSO FUELLED HIS PASSION FOR BUILDING THE FINEST, FASTEST SUPERYACHTS

words: Mark Chisnell

photography: Ginny Dixon

Just like the cars he adores and the boats he builds, John Staluppi is a walking, talking embodiment of the 'American dream'. Starting out as a petrol station mechanic in Brooklyn, Staluppi built a billion dollar business of car dealerships, before turning his hand to creating some of the most iconic superyachts ever built.

We meet at Staluppi's offices in North Palm Beach, Florida, but – apropos the man – this is no ordinary office building. The shopping mall on US Highway 1 looks innocuous from the outside, but once you've been buzzed in through the front door you're entering a dreamscape. The building is home to Staluppi's classic car collection museum Cars of Dreams, all arranged in a Brooklyn circa-1960s scene, complete with drive-in and merry-go-round. Yes, that's a merry-go-round. A big one.

It's quiet: the museum is only open three or four times a year for charity events; Shop with a Cop, Hospice Foundation of America and American Heart Association are those that benefit. Staluppi arrives, dressed casually in a blue open-necked shirt and jeans; burger, fries and shakes are delivered to eat in the museum's 'diner scene' and we settle down to talk.

Staluppi's life story moves quickly from petrol station mechanic to station owner, after a loan from his father, an electrician with the foresight to see his son's entrepreneurial talent. He took out a \$5,000 loan on the family home and John was soon running a successful Sunoco concern. The transformative step came not long after, when Staluppi convinced a then largely unknown Japanese firm called





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'We were floating around out there in the middle of the ocean for about 20 minutes, and all I could think about was the shark coming to bite my leg'

Honda that he was the right person to sell its motorcycles. Honda made the smart decision and soon handed him a car franchise as well and a decade later, Staluppi had close to 20 automobile dealerships.

He is now president of the Atlantic Auto Group, still with Honda, and at different times the biggest Hyundai and Oldsmobile dealer in the world, selling nine marques of cars from locations throughout Long Island, New York, and generating two billion dollars in annual revenue. So much for the business, but when did the passion for boats come from?

Staluppi had an interest in the water right from the beginning. He was a lifeguard at a hotel pool when he was 17, but the event that got him interested in boats occurred equally early in his career, when he worked at a Chevrolet dealership. The owner, Dave Gerbitz, had an 8.5 metre mahogany Shepherd motorboat and Gerbitz got his young mechanic to replace the engines with those from a Corvette.

While he was doing the work, Staluppi was taken with boats and the parallels with his first love, cars. 'Boats and cars, the difference is one has propellers and the other one has wheels,' he asserts. Building the business came first, however, and even his beloved 1962 Corvette was sold to that end. 'But I got it back,' he says, describing

how he found and repurchased the car, now in the museum. When he finally took the step, Staluppi's first boat was a 13 metre Ocean sport fishing boat, even though he didn't much like fishing. 'I liked the speed of it,' he explains. 'This fishing boat was the only thing at that time that did 30 knots.'

Staluppi raced dragsters in his teens, winning a Grand Nationals in Tennessee, and there's a strong connection with speed right through his career – including an epic rivalry with John Rossatti, his business partner in the mall that houses Cars of Dreams. They've raced almost anything that goes fast: Porsches, Corvettes, motorcycles, snowmobiles, cigarette boats...

The powerboat racing came to a fairly swift end after a couple of high-speed crashes. The first was a flip in California and the aftermath more unnerving still. 'We were floating around out there in the middle of the ocean for about 20 minutes, and all I could think about was the shark coming to bite my leg. The couple of guys that were with me, one was bleeding and the other hurt his back.' Staluppi's lifeguard training came in very useful until the coastguard appeared.

He built a new race boat and this one caught fire on Lake Pontchartrain, near New Orleans. Staluppi found



For a man who loves classic cars, what better place to be interviewed than in a classic 1950s diner – part of the set in his Cars of Dreams museum



‘The boat has to do over 50 knots. If it does under 50 knots I don’t have to take the boat. For every knot over 51 knots we would pay a \$200,000 bonus’

himself back in the water thinking, “You know what? Two times is a warning, three times you’re out.” There wasn’t going to be a third time.’

Staluppi had an 18 metre Viking by this stage, but after doing 80 knots in a racing powerboat, it felt a little tame, and he’d always wanted something better. ‘When you’re out there and riding around and see all these big boats go by, you always think, “Someday I want to have a big yacht.”’ And so the 36 metre, Denison-built, *For Your Eyes Only* was born. ‘I really wanted to have something different. I wanted to build the first boat over 100 feet (30.5 metres) that would go over 30 knots.’ The Bond movie-inspired name came because the concept seemed to match the ‘crazy gadgets, planes, boats and high-speed cars’, of the films.

Many will testify to Staluppi’s hands-on style when he builds a boat, and his attention to the detail of the engineering was evident right from the beginning. He realised that putting Detroit engines in *For Your Eyes Only* was a mistake. ‘Everyone was talking about water-jets and how much more efficient they would be when partnered up with MTUs.’ Staluppi did the research. ‘We pulled the engines out before the boat was finished and went to MTUs and water-jets. And I was the first one to

bring MTUs and water-jets into the United States in a motor yacht configuration.’

For Staluppi, 30 knots was never going to be enough. With the King of Spain and the Aga Khan looking to go faster, Staluppi wanted to do 50 knots in a much bigger boat – originally planned at 39 metres. He had already bought a power plant of three MTUs at 3,500hp each, before he even had a shipyard, but it wasn’t easy to find an engineer or a yard that thought it was enough power.

Staluppi kept looking and found fellow believers in designer Frank Mulder and entrepreneur turned shipbuilder Frans Heesen. Staluppi outlines the deal he cut with Heesen: ‘The boat has to do over 50 knots. If it does under 50 knots I don’t have to take the boat. If the boat does 51 knots or more, for every knot over 51 knots we would pay a \$200,000 bonus.’ Heesen took on the challenge, building *Octopussy* in the Netherlands for a 1988 launch. Everyone worked hard at hitting the speed; Jeanette Staluppi’s first

Octopussy (top left), subject of a wager with builder Frans Heesen as to how fast they could make it go. Moonraker (below) built in 1992, continued the twin themes of speed and James Bond





Photo credit Marc Paris



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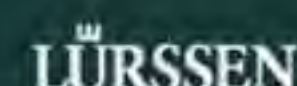


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'We got wind that someone was building a boat that was supposed to do 65 knots, and naturally I wanted to go faster. We built *Moonraker*'

question when researching possible soft goods was, 'How much does it weigh?'

When *Octopussy* was launched for sea trials, the coastguard cleared a runway. 'I bought a radar gun, and we were on the boat for the first sea trial,' says Staluppi. 'Everybody was nervous because Frans Heesen could see his whole shipyard go out of business. He would own this boat if it didn't do the speed. The boat does 50.5 knots, it was the first run. He was so happy.'

Staluppi still wasn't done. 'I said to Heesen, "Listen you could make this bonus. I would like you to cut the back corners, the chines off." I felt the boat was running bow-down, so when the bow [went] down, there would be more drag. Frans Heesen says, "No, no, no, I'm not going to do that." I said, "Frans, you could make \$200,000." So he made me agree that if the boat went slower, I owned the boat. I said, "OK" and he cut the back of the boat off and we made 53 knots. He was so happy because he got a \$400,000 bonus. I was happy because now I owned the fastest yacht in the world.'

And that was something he liked a lot. 'There's only one fastest yacht in the world. When we pulled in there (to ports) everybody said, "That's *Octopussy*." The Staluppis cruised the Atlantic in her for a year and a half before selling – the competition was heating up again. 'We got wind HH the Aga Khan was building a boat that

was supposed to do 65 knots, and naturally I wanted to go faster. We built *Moonraker*. They (HH the Aga Khan and his boat) did 57-point-something knots and we built *Moonraker* and with that boat did 61 knots.'

Moonraker was launched in 1992, and the record was his again. But the Mulder-designed, Norship-built 36 metre *Moonraker* was a different boat for another reason: after *Octopussy*, Staluppi transitioned from building boats for a hobby into a more commercial outlook. 'I decided to get into the boat building business, because we were familiar with it on the high speed end, and I was selling the boats and making good money.'

It was 1998 when he formally started Millennium Super Yachts, and by 2012 John Staluppi had lifted his total to 18 boats. Nevertheless, he has a clear favourite, the aptly named *The World Is Not Enough*. 'I wanted to build one more yacht which would set the standard, and make the (speed record) bar very high, very hard to achieve for someone.' *The World Is Not Enough* was another collaboration with Frank Mulder, again built in the Netherlands, this time in a shipyard Staluppi had bought into – it has the Millennium Super Yachts label.

'That boat was set to do 70 knots, but we could never get it to steer over 66 knots – as soon as it got to 65, 66 knots, it would either spin out to the right or the left. It was a massive spin-out, like being in a WaveRunner. We

Staluppi with one of the vintage vehicles at his museum (top), which is open just a few times a year for charity events





never ran that boat over 90 per cent power.' Imagine what it's like to wipe out in a 42 metre superyacht at just short of 70 knots. Staluppi admits it was 'Very scary'.

But even short of maximum power, *The World Is Not Enough* is a very impressive motor yacht. 'Sport-fishing boats had started doing 42 knots, 44 knots, and some of the smaller boats did 50 miles an hour... We would go by those boats, I would have a cocktail in my hand, a nice martini (hopefully shaken, not stirred) and give the people a "how you doing?" Nobody could believe it.' Staluppi believes that, pound for pound, it's still the fastest boat out there.

It was Staluppi's last really quick boat; since then, Millennium Super Yachts has changed direction. 'We decided to build yachts for luxury, and the new boats we're building for charter more than for resale. I see a nice business in the charter market.' Since *The World Is Not Enough* there has been *Casino Royale*, a 49 metre Christensen, and *Quantum of Solace*, a 52 metre Benetti. The newest boat is another Benetti, the widely profiled 61 metre *Diamonds Are Forever*. 'We're intending to charter that boat three to four months a year. My ultimate goal, depending on the way the economy goes, is to have two or three of these boats for charter.'

The new business occupies a lot of Staluppi's attention. 'You have to be hands-on to make it work properly.' He has two partners to help him run Atlantic Auto Group, which occupies about 50 per cent of his time, with the boats taking up the rest of a 14-hour day, six day a week routine. He also believes the marine industry has plenty

it could learn from the car retail trade. 'The boating business needs to learn how to handle customers like we do in the car business – more customer-friendly building of yachts would make a big change, and I see some of the brokers starting to use car dealer techniques.'

It's not just the sales and customer relations that make a Staluppi boat special, though: the engineering that supported his early career is still very much his thing. 'What we bring to a shipyard, no other owner can bring,' he asserts. In Staluppi's boats the plumbing will work, the air-conditioning will vent and drain properly, and you won't have to 'rip half the boat apart to get at a pipe'. But even if everyone starts thinking about it that way, there's no doubt John Staluppi will still find the method to build remarkable, noteworthy boats.

***The World Is Not Enough*, Staluppi's last, fast boat (below). The 61m *Diamonds Are Forever* (above left), is a step away from speed and towards luxury charter**



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The J Class is here

DURING JULY, THE SOLENT WILL WITNESS ONE OF THE MOST IMPRESSIVE FLEETS OF CLASSIC J CLASS YACHTS EVER ASSEMBLED IN THE UK. LET THE RACING BEGIN...

After they have completed the J Class regatta in Falmouth at the end of June, *Velsheda*, *Ranger*, *Rainbow* and *Lionheart* will move up to the Solent, where they will compete in a series of races run by the Royal Southampton Yacht Club between 18 and 21 July.

On each of the first three days there will be a Solent-based race of about three hours' duration. The courses will be as close to windward-leeward as wind direction and draught restrictions allow. 'Ideally,' says principal race officer Mike Garvey, 'we would have one race starting in the western Solent going out to Christchurch Bay and back, one starting in the eastern Solent and going out to the Nab Tower area and back, and one within the Solent. But it will depend on the weather conditions.'

On Friday evening, the winner of the three-race series will receive

the Queen's Cup, originally presented to the club by Queen Victoria in 1897, her Diamond Jubilee year, from Prince Michael of Kent, the club's Admiral. The following day, the Js will race for the Hundred Guinea Cup clockwise around the Isle of Wight, starting and finishing on the Royal Yacht Squadron line and leaving the Nab Tower to starboard.

Because there are slight differences between each of the Js, a lot of work has been carried out by Southampton University's Wolfson Unit to ensure the handicapping system is fair. 'We recognise there is a performance difference between types of courses and wind strengths,' says David Pitman, secretary of the J Class Association, 'so there are different handicaps for 'circular random' or 'windward-leeward' courses, and also for three different wind bands, which the race committee will officially declare before the end of each race.'

words: Nigel Sharp

Ts of Thunder



Enterprise J4
(USA) Built 1930



Yankee JH3
(USA) Built 1930

1885
NYYC Rule
first used

1895
Rating formulas
- used until 1903

1895
Defender
crew of 70

1902
Herreshoff Rule
(Universal Rule)

1907
Lipton challenges
rules

1913
Reliance
broken up

1890

1895

1900

1905

1910

CONCEIVED AND DEVELOPED MORE THAN 100 YEARS AGO, IN THE GRAND TRADITIONS OF COMPETITION AND MONEY, THE ORIGINS OF THE J CLASS YACHTS ARE FAR FROM STRAIGHTFORWARD

words: Nigel Sharp

photography: Rosenfeld collection/Mystic Seaport; Beken of Cowes



First in class: the original *Ranger* (left) challenges for the America's Cup in the 1930s. The gigantic *Reliance* (above) needed two helmsmen and a crew of 64

J Class yachts competed for three America's Cups in the 1930s and are enjoying a wonderful revival. The Js ('J' being an alphabetical designation of a certain waterline length bracket) are a magnificent part of sailing history, and at a time when the sport is going through another transition, it is interesting to reflect on the origins of this most famous of classes.

The America's Cup

The eight America's Cups, held from 1885 to 1903, used rating formulae – first the New York Yacht Club Rule and then the Seawanhaka Rule – that essentially only took into account waterline length and sail area. Designers increasingly exploited the rule by producing scow-like boats with longer overhangs – to increase sailing waterline length without rating a penalty – and piling on more and more sail area.

The defender in 1893, the first time the Seawanhaka Rule

(see last page) was used, was *Vigilant*. She had a sail area of about 11,000 square feet (1,022 square metres), considerably more than the J Class *Ranger* – 7,545 square feet (700 square metres) on a slightly longer waterline length – would have in 1937. By 1901 Sir Thomas Lipton's *Shamrock II*, the challenger, had 14,027 square feet (1,303 square metres) of sail.

In February 1902, the New York Yacht Club decided it needed a new rating rule that would result in more 'wholesome and seaworthy' boats of all sizes, and they wrote to several of the world's leading designers of the time and asked for their opinions. The general consensus was that displacement should be introduced into the formula, and that it should be offset against the speed-giving elements of sail area and waterline length. A designer would still be free to opt for a boat with a lot of sail area, but it would have to be very heavy.

Ironically, it was Nathaniel Herreshoff, responsible for the yachts that had successfully defended the four previous Cups, who refined the proposals. He suggested that, to ensure each of the three main elements had the same importance, the formula should use the square root of the sail area and the cube root of the displacement. There were other changes too, including a factor of 18 per cent (later to be 20 per cent) in the formula so the rating would be similar to the waterline length and therefore existing handicap schemes could be used.

The Universal Rule

In December 1902, the resulting Herreshoff Rule – soon renamed the Universal Rule (see last page) – was adopted by the NYYC for use in many sized boats. However, at that time Lipton's third Cup challenge had already been accepted and the club insisted it would stick with the Seawanhaka Rule for that contest.

Whirlwind J3
(USA)
Built 1930



Weetamoe J4
(USA)
Built 1930



Shamrock V JK3
(UK)
Built 1930



Velsheda JK7
(UK)
Built 1933



Endeavour JK4
(UK)
Built 1934



Rainbow JH2
(USA)
Built 1934



1914
Shamrock laid up
in New York

1915

1920

1925

1930

1930

1933

1933

1934

1935

Herreshoff designed the defender, *Reliance*, and so extreme was she that some suggested he was out to prove the Universal Rule was the right way forward. She had a total upwind sail area of 16,156 square feet (1,500 square metres), twice that of *Mayflower* and *Puritan* (the defenders in the first two NYYC Rule America's Cups) combined; a waterline length that increased from 27 to 40 metres when she heeled in just eight knots of breeze, giving her an extra three knots of hull speed; a hull length of 43.9 metres; and an overall length over spars of 61.2 metres.

Reliance

Not surprisingly, *Reliance* was a handful to sail. She had two wheels – although many previous Cup yachts had been tiller steered – so two helmsmen could work together to hold her on course, and there was a foot-operated wheel brake to reduce the load on the steering gear. To further assist steering she had a hollow bronze-plated rudder with a hole in the bottom and an inlet at the top of the rudder stock, through which air could be pumped. If she had excessive weather helm, water was allowed to fill the void so the blade would want to sink to leeward and the load would be reduced. Alternatively, if she had lee helm, air would be pumped in to make the rudder buoyant.

She had a crew of 64 men, a complement probably only ever exceeded by the 1895 defender (named *Defender* by a six-year-old girl in a school competition) with a crew of 70. It prompted the challenger, Lord Dunraven, to lodge a protest as he claimed the crew were being deliberately used as movable ballast that gave additional unrated waterline length. His protest was upheld and from then on the waterline length measurements were taken with all the crew on board. But in the case of *Reliance* it is quite certain the 64 crew were needed just to sail the boat efficiently.

Reliance wasn't built for longevity. Her hull was bronze, steel and aluminium, and she fizzed like a battery from the moment she was launched. The same evening she clinched the 1903 Cup, having beaten *Shamrock III* in three races, and just 146 days after being christened, she was laid up in a dry dock where she stayed until broken up in 1913. As Cornelius Vanderbilt, part of the syndicate that owned her, said, 'Call the boat a freak, anything you like, but we cannot handicap ourselves, even if our boat is only fit for the junk heap the day after the race.'



Delays and more delays

Lipton was keen to have another go, but his approach in 1904 was more of an enquiry than an official challenge. He was in full support of the Universal Rule, as he recognised it would produce boats of more sensible proportions and improved seaworthiness, but the NYYC was not comfortable with using it for the America's Cup. It also reminded Lipton that the challengers were supposed to make their way to the Cup venue under their own sail – suspecting, correctly, that previous *Shamrocks* may have been towed by Lipton's steam yachts.

In 1907 Lipton made an official challenge, again proposing the Universal Rule and suggesting the J Class, which he thought a 'more serviceable size of vessel' and 'combines good sea manners, adequate size and sensible sail area'. The NYYC's letter declining this challenge said America's Cup boats should be the 'fastest and most powerful vessels that can be produced' and 'the most complete test of skill in designing, constructing, managing and handling' and 'matches shouldn't be held between vessels of comparatively insignificant power and size'.

Resolute begins its defence of the 1920 Cup against *Shamrock IV*. She loses the first two before recovering to win 3-2



1940-1970
[J Class moribund]

1940
Rainbow
scrapped

1941
Endeavour
scrapped

1974
Endeavour
hulk sold

1975
Shamrock V
refit

1979
Endeavour
restoration

1930

1940

1970

1980

Super

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ABOVE: J-Class yacht *Endeavour* powered to class victory in the 2012 St. Barths Bucket Regatta as well as the J-Class exhibition race flying a North Race Series 3Di 780 genoa and Marathon Series 3DL 680SY main.

CREATED WITH  NORTH DESIGN SUITE

Photo by Billy Black

In 1913, in desperation, Lipton issued an unconditional challenge and, not only did the NYYC accept, it also decided the Universal Rule should be used in the Cup for the first time. A waterline length of 75 feet (22.8 metres) was agreed but the racing would, once again, be on a handicap basis so the rating of the yachts would be up to the designers.

Shamrock IV

Shamrock IV was designed by Charles E Nicholson who had no previous experience of the Universal Rule, but then no British designer had. She was the first of four designs that he would produce for the Cup, while Nat Herreshoff, who had by then gained considerable experience of designing smaller boats to the Universal Rule, produced *Resolute*, his last Cup boat.

Shamrock IV was by no means a pretty boat, but it is unlikely Lipton was concerned. After the previous Cup he had said of *Shamrock III*: 'They tell me I have a beautiful boat. I don't want a beautiful boat. What I want is a boat to lift the Cup – a *Reliance*.'

Lipton's eagerness was to be thwarted further by something considerably more serious than the prevarications of the NYYC. During the summer of 1914, while the American trials were under way to select a defender, *Shamrock IV* sailed the Atlantic escorted by Lipton's steam yacht Erin. During the voyage it learnt that Britain was at war. The captain was instructed to proceed to New York, where *Shamrock IV* was laid up.

After the war, the Cup races were re-scheduled for July 1920. The new rule had, as expected, produced boats with much less sail area than those of the Seawanhaka Rule. *Resolute* had about 8,000 square feet (740 square metres) but it was apparent *Shamrock* had quite a bit more, and would have to give the defender about 15 minutes over the 30 mile course. The NYYC was greatly concerned the fair-minded American public would not understand if *Shamrock* were to win by a substantial margin but the race then awarded to *Resolute* on corrected time. It asked Herreshoff to increase the sail area of his boat to reduce the difference, even though he predicted the increase of speed would not be enough to compensate for the harsher rating.

An exciting series followed. *Shamrock* won the first two races – in fact the only races Lipton's yachts won in his five challenges – but *Resolute* came back and won the next three, the last one easily.

The age of *Enterprise*

In 1929 Lipton challenged again. This time it was agreed racing would be in J Class yachts built to the Universal Rule with no handicapping. Nicholson designed *Shamrock V* and the Americans built four boats from which they selected the Starling Burgess-designed *Enterprise* as the defender. All the Js were Bermudan rigged for a number of reasons: it was desirable to have as much of the severely taxed sail area as high as possible; the modern rig was cheaper and simpler, and needed fewer crew; and rig technology had developed enough to allow it.

Some might disagree with the last statement bearing in mind the reputation the Js earned in the 1930s for losing their rigs, although this was nothing new: *Shamrocks II* and *III* had lost theirs on trials, as had at least two of Herreshoff's Cup boats. Charles Nicholson himself wrote to the yachting press in 1936 and pointed out that 'gaff rigs and low sail plans are no more immune', and another letter published in the same year said, 'Will all this useless discussion about the J masts never cease? Every class must have a beginning and every beginning must include failures.'

And so in the 1930 Cup, *Enterprise* beat *Shamrock V* in four races, but the Js did have their beginning, their first beginning. Their second is very much under way now. 🏆

The rules have changed

How the formulae for America's Cup yachts evolved

NYYC Rule – 1885, 1886 & 1887

$$\text{Rating} = \frac{2 \text{ Load Waterline Length} + \sqrt{\text{Sail Area}}}{3}$$

Seawanhaka – 1893, 1895, 1899, 1901 & 1903

$$\text{Rating} = \frac{\text{Load Waterline Length} + \sqrt{\text{Sail Area}}}{2}$$

Universal – 1920, 1930, 1934 & 1937

$$\text{Rating} = \frac{0.2 L \sqrt{S}}{3 \sqrt{D}}$$



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words: Andrew Rogers
photography: Jasper Faber



THE EXTRAORDINARY *RAINBOW* BUILD BY HOLLAND JACHTBOUW BRINGS FURTHER ÉLAN TO THE J CLASS REVIVAL WHILE INTRODUCING SOME VERY DISTINCTIVE INNOVATIONS OF HER OWN

Something very special happens when the designs of the past are blended with the technologies of the present by craftsmen with timeless skill.

On 15 May 1934, the spectacular 40 metre J Class *Rainbow* was launched after a mere 100 days of construction at the Herreshoff yard in New England. Her owner, Harold Vanderbilt, was pleased William Starling Burgess's design had been brought to fruition in time for *Rainbow* to defend the America's Cup. And even more delighted when his yacht saw off Sir Thomas Sopwith's *Endeavour* by four races to two. Vanderbilt went on to repeat this feat with another famous J three years later, *Ranger* making full use of *Rainbow*'s mast, rigging, sail and winches.

Fast forward some 78 years and it's not just the way those assembled for the launch of the 'new' *Rainbow* are dressed that is different. Like many large yachts of the time, *Rainbow* and *Ranger* did not survive the cull for metal in WWII. The second generation of Js is surfacing across the Atlantic on the boards of Dykstra Naval Architects and Hoek Design: Royal Huisman completed the replica of *Hanuman* in 2009, and another Dutch yard Claassen relaunched *Lionheart* a year later. *Ranger* had already been recreated in Denmark in 2004, and the launch of *Rainbow* at Holland Jachtbouw brings the J Class fleet to seven, joining the refitted *Shamrock V*, *Velsbelda* and *Endeavour*. And there is more to come if the rumour mill is believed.

While the hull of the original *Rainbow* was made of bronze plates on iron frames, this new J has an aluminium hull built to the maximum performance rules of the J Class Association. *Rainbow* Mk.1 was essentially an empty boat with a deck, gear and rig, centred around a heavy mast constructed of aluminium plates. Mk.2's mast is carbon and features complex hybrid and hydraulic technologies as well as a luxurious mahogany interior. And while 1930s races were based on elapsed time, today regattas see the super-Js vie for position based on velocity prediction program (VPP) ratings and a handicap system that facilitates genuine competition between 'old' and 'new'.

That said, despite hailing from very different eras, there are still many similarities between the two versions of *Rainbow*. The Dykstra Naval Architects team faithfully followed the original lines plan and also opted for the classic approach when using internal stiffeners to ensure

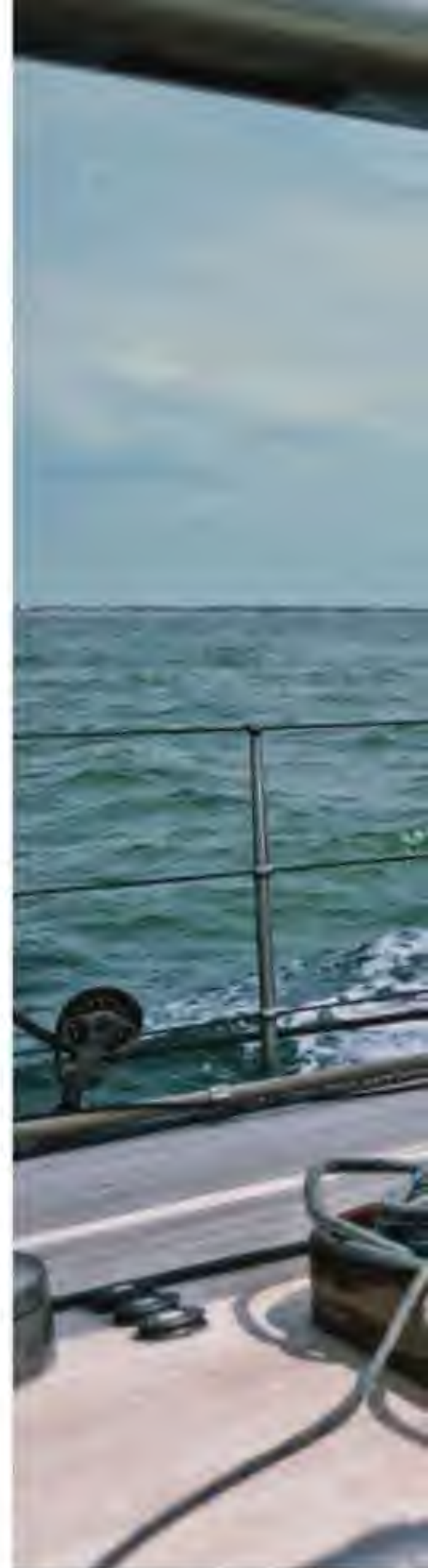
Rainbow could withstand the massive loads involved when sailing at full speed. Great effort went into respecting historical pedigree both on and below deck. And, as naval architect Jeroen de Vos points out, both *Rainbows* reflect a desire for speed and elegance by their owners.

'The owner is a repeat client for Dykstra and Holland Jachtbouw, which makes a smooth and enjoyable project. In a design you often have competing interests such as the interior and the on-deck aesthetics, but with *Rainbow* it was easy to make decisions, as everything revolved around performance. Having studied the original designs, the owner was convinced *Rainbow* would be one of the most powerful and beautiful of the new generation of Js. We adapted the drawings from the Mystic Seaport Museum to the new JCA rules and made a construction plan to reflect the fact that aluminium is lighter than steel and aluminium frames less rigid. One major change, allowed under JCA rules, was to raise the freeboard by 10 centimetres. The 1930s boats had a different displacement as they did not contain all today's systems or the performance enhancing ballast based on VPP calculations. This amounts to around 25 tonnes of weight, or 20 centimetres compared to the original waterline plane. With the eight centimetres gained from the lighter hull construction, the boats still look remarkably similar.'

The specialist Dutch manufacturer Bloemsma Aluminiumbouw built *Rainbow*'s phenomenally faired hull in eight months, including special frames to take into account the positioning of the rudder. The giant hull was then transferred to Holland Jachtbouw for outfitting. 'A key reason for choosing HJB was the yard's experience with such giants as *Athos*,' says owner's representative Cees Rem. 'It also has a willingness to innovate that was essential as the owner was determined *Rainbow* should have a small engine room. She has less volume than the other Js so we had to find a solution that synthesised a powerful propulsion package into a smaller space while staying within the lines plan. We also still required all the luxury items one expects on a superyacht, including air-conditioning and advanced hydraulics. The answer was a hybrid system developed by Holland Jachtbouw's technical director Arjen Zijlmans and implemented with WhisperPower.'

Rainbow is the first J to not use conventional two gens/one main engine propulsion. She can be operated entirely

Much of the interior, as well as the sunken deckhouse, is of hand-crafted mahogany instead of the expected teak. The winches have been treated to create an aged, anodised effect, deemed more fitting than the usual stainless steel





on her Hy-Store Li-ion batteries, including sailing, navigation and hotel load. A lightweight 50kW Hy-Gen variable speed generator combined with the 50kW main engine integrated flywheel generator provide the power. The main engine replaces the second generator, while the other genset is a variable speed electric unit. The batteries can also be charged while sailing without losing more than 1.5 knots of speed.

As a result, *Rainbow's* ecological footprint is significantly lower, making her more comparable to the original engine-less version. A third less fuel is required to generate the hotel load, and the maintenance costs for the power plant in hotel load are similarly reduced. The five power sources – hybrid battery, variable speed generator, variable speed engine generator, shaft generator and shore power – ensure redundancy. There is also a substantial reduction in sound levels both inside the yacht and out, offering the benefits of silent night-time sailing or docking.

'The owner was very keen that *Rainbow* be built to Lloyd's and MCA classification so she could be chartered and cruised,' adds Rem. 'This added to the complexity as there is no precedence for such a hybrid system. We had many discussions with Lloyd's prior to installation and made specific changes like creating ventilation outlets for the battery boxes. It is a considerable achievement that this yacht from another era has achieved the stringent certification levels of the 21st century.'

Another crucial issue was to ensure sufficient hydraulic power for operating the winches and maximising their speed to meet the exceptionally high demands for fast handling that Grand Prix racing entails. 'All the sailing hydraulics have been incorporated below deck, with the different requirements of racing and cruising taken into account,' says Tako van Ineveld, commercial manager at Holland Jachtbouw. 'We paid considerable attention to aiding the performance of the race crew while simultaneously protecting the interior from damage. A good example is the sliding hatch in the forepeak bulkhead. This is removed during racing to allow the spinnaker to be transported through a fabric waterproof funnel that extends virtually the length of the boat.'

Rainbow has a fabulously flush deck, with the entire layout and all the equipment bespoke designed for the sail sets and the most likely racing manoeuvres. The lightweight aluminium winches are all custom made by Lewmar after detailed discussions between the manufacturer and Dykstra Naval Architects, as Jeroen de Vos explains. 'Making sure there is enough flow and pressure for the hydraulic package was a major issue. And we worked closely with Lewmar on each and every winch. As designers we don't specify that a winch must pull, say, five tonnes. We give details on the trimming speed and the loads for each individual winch. All the winches are at exactly the right height for *Rainbow*.'

All this work is based on experiences garnered on previous Js and other large sailing yachts. 'I sail on J Class boats for four or five weeks a year and we always come up with new ideas,' adds Vos. 'Boat handling is one of the key



'It is a considerable achievement that this yacht from another era has achieved the stringent certification levels of the 21st century'



elements, so making a deck layout that accommodates this is at the heart of our design work. If you compare the layout of *Rainbow* with earlier projects you can see the difference.'

Everything above the 1930s original lines plan is state of the art on *Rainbow*. Her breathtaking rig features high-modulus carbon spars from Southern Spars, a carbon mast, boom and spinnaker pole, continuous carbon fibre rigging

and North Sails 3Di racing sails. Again, this involved serious team work says De Vos. 'Obviously spar makers have their own ideas about stiffness and the like and we take these on board and then discuss the detailing and issues such as halyard locks or other detailing on the rig. Unlike the other Js, *Rainbow* has a racing box boom with spreaders. This is much lighter than a Park Avenue boom and recreates the



classic looks of the original *Rainbow*, which pioneered this type of solution for trimming the mainsail foot.’

However impressive all the above may be, it is still the look and feel of *Rainbow's* deck that most enchants. The solid mahogany sunken deckhouse and skylight are beautifully finished, involved months of hands-on craftsmanship by the woodwork wizards at Holland Jachtbouw and are truly an echo of an earlier age. Even the deckhouse roof is made of mahogany, not teak decking as is usually the case. The aesthetic theme continues with the equipment, and there is none of the shiny stainless steel you normally associate with a superyacht deck. The winches have been bead-blasted by Inoferro to create an anodised effect and a grey colour also appears in the caulking between the teak planks. This solution looks more classic than the black colour deployed on modern decks and was inspired by the past, when the white plaster used to fill the spaces turned grey over time.

Below decks, Dykstra and deVosdeVries design have partnered with the yard to create an art deco style that matches the luxurious raised and fielded panelling in the same mahogany used above. This classic feel gives a sense of continuity between outdoors and in, as well as between past and present. And while the hybrid engine solution helped create space, careful planning was needed to fit all

the pumps and instruments in a restricted space. It is no mean feat that nothing is visible and while *Rainbow's* narrow beam means the owner's suite and two guest cabins are relatively small, they are up to the most resplendent superyacht standard, down to the marble in the en suites. There is a lovely dining saloon, too, and good accommodation for the permanent crew forward. Outside of the great regattas, *Rainbow* will offer a fine cruising experience to the owner and his guests.

The below deck navigation station features high-tech racing instruments normally associated with a maxi boat. As reported last issue, these and *Rainbow's* other systems and solutions have already been put through their paces during sea trials in Holland. The power and performance felt by the 30-strong race crew (which includes Jeroen de Vos, Cees Rem and Tako van Ineveld) is a testimony to the yacht's design, construction and engineering.

There is another comparison between then and now. It is said that Harold Vanderbilt chose the name *Rainbow* back in 1934 as an expression of his hope that things might go better with the world after a period of economic recession. There are obvious parallels to today, and it would be good to think this new *Rainbow* might be one of the heralds of a brighter future for our industry.

While space is necessarily at a premium on a J, the interiors of *Rainbow* have been outfitted to superyacht standard, including the dining saloon (above) and accommodation (right). Everything above deck is set up for Grand Prix racing – from beefed up winches to the carbon fibre rig – everything a maxi racer would have and more (see opposite top and previous page)



RAINBOW *Holland Jachtbouw*

LOA 39.95m
LWL 27.1m
Beam 6.37m
Draught 4.9m
Displacement 176T
Engines
 Scania D112 62, 294kW
 1,800rpm

Speed under sail
 (max/cruise)
 15/11 knots
Speed under power
 11 knots
Bowthruster
 Hydraulic, retractable
 42kW
Generators

Whisper 50kW var. speed;
 HPS 50kW main engine

Sails and spars
 Spectra carbon sails;
 Southern Spars

Fuel capacity
 2 x 2,650 litres

Water capacity
 2 x 2,000 litres

Owner and guests 8
Crew 7

Construction
 Aluminium hull; carbon
 rigs and sails

Classification
 Class approval Lloyd's
 and MCA LY2 & 100 A1,
 SSC, Yacht, Mono G3 UMS

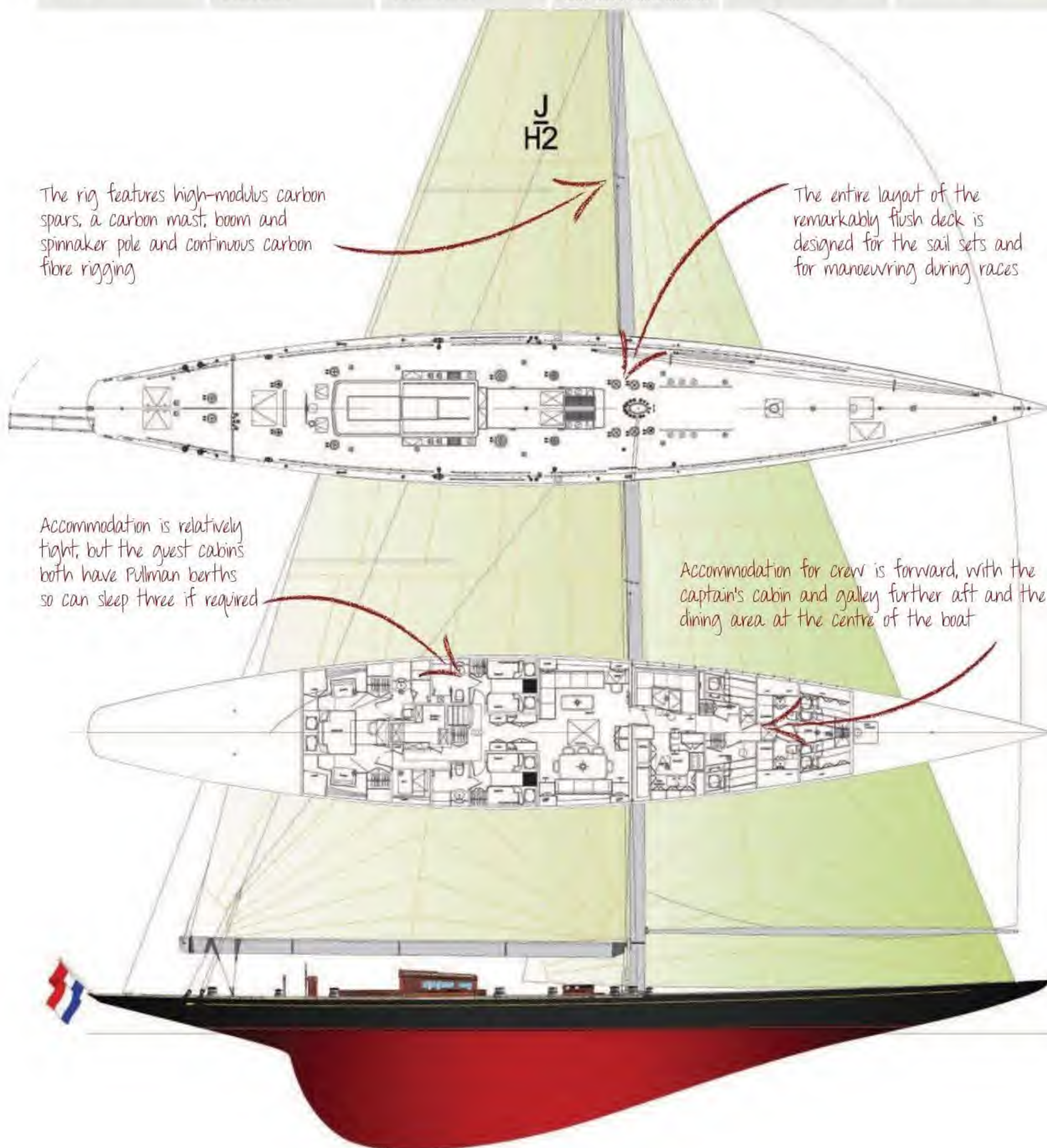
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MOGAMBO

words: Danielle Aragon Cabrera
photography: Bruce Thomas



WITH A HINT OF AFRICA, MASCULINE DÉCOR AND A BIG TOY BOX,
NOBISKRUG'S 73.5 METRE PROMISES A FUN-FILLED CHARTER, AS
WELL AS ALL THE LUXURY YOU EXPECT



Mogambo is an African word that means 'the greatest', and is also the name of a 1953 film starring Clark Gable, Ava Gardner and Grace Kelly, conjuring thoughts of remote African outposts and 1950s glamour. For the latest yacht delivered by Nobiskrug, the word 'mogambo' with all these associations is the thread that binds everything together, the feel, the design, even the energy that flows through the yacht, as an understated African symphony of materials woven together by Reymond Langton Design of the UK.

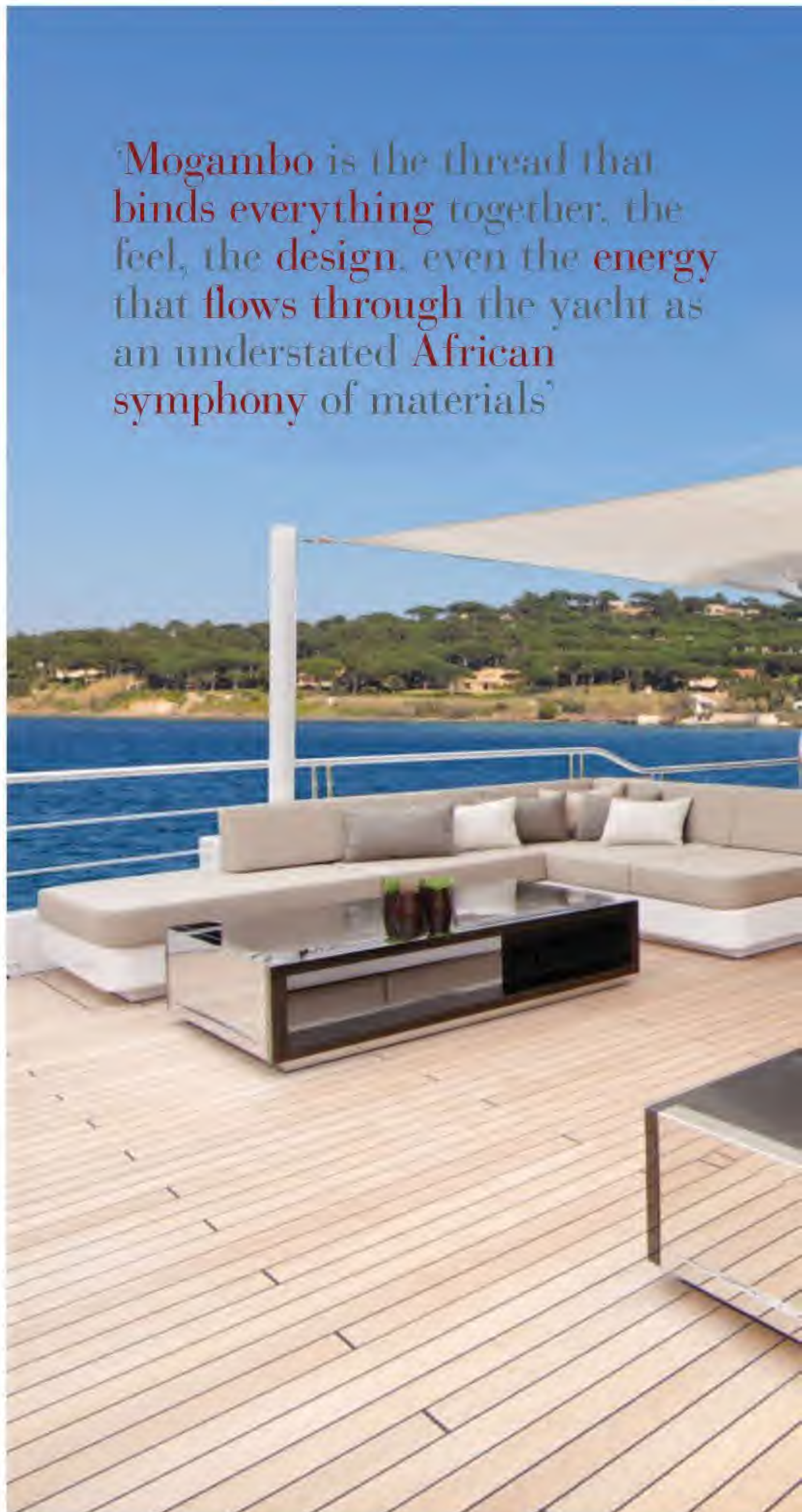
Once the team had the name, Andrew Langton explains, 'the Mogambo theme had to work within a very sleek, contemporary architecture'. Its first concept incorporated golden oak, limestone and natural patterns such as crocodile and snake embossed leathers as well as woven African shields. 'It was regarded as too ethnic, therefore we pared back and went in a more sophisticated, modern direction,' he continues.

Based on the same design philosophy as *Triple Seven*, *Siren*, *Sapphire* and the soon-to-be launched project *Graffiti*, *Mogambo* has smoother lines than the other four custom builds. Also penned by Reymond Langton Design, the exterior look is sleek and strong, slightly masculine, with a two-tone colour scheme of medium grey and snow white. A grey stripe extends from the hull up to the sundeck superstructure, drawing the eyes gradually from the main deck up to the winged mast overhang above, which extends out and slightly flares at the tips. 'We wanted to create an instantly recognisable, very sleek and sporty aesthetic, almost aggressive and strongly influenced by another passion, automotive design. Think Audi R8 sports car. We have designed many high-volume yachts and relished the opportunity to design a sleeker, lower volume yacht,' says Langton.

From the bathing platform, sweeping stairs lead up to the aft main deck and an outdoor lounge partially covered by the overhanging deck above and a removable sun awning. This expansive area incorporates four large sofas, an aft sunbathing area and one of three dining tables aboard. 'The vessel was designed to meet the owner's requirements and specifically to enter the charter market. The outside areas are the best I have seen for that purpose,' says Captain Phil Walsh, a 20-plus-year charter yacht veteran.



'Mogambo is the thread that binds everything together, the feel, the design, even the energy that flows through the yacht as an understated African symphony of materials'







The focal point of the main saloon is the back wall and the backlit triptych artwork by DKT in London. The sandblasted and acid-etched glass is highlighted by copper leaf and metallic highlights, and resembles desert sand dunes. The piece is the largest concentration of colour in the spacious three-sectioned room and the etched colours are the basis for the silk upholstered saloon furniture and cushions. The seating here is split on the centreline and the layout of the Metrica-built furniture mirrors each other.

The relatively low bulwarks aft on the main deck allow for large floor-to-ceiling windows in the main saloon, which stream light into the room, while white

ceilings and strategically placed strips of recessed lights keep the ebonised American walnut on the floors and the dark sycamore walls from darkening the room. 'We eliminated as many downlights as possible by using high-powered LED cove lighting, which reflects the light from the matte white ceilings; we really think they make a bold statement,' says Langton. The same cove lighting is found throughout, including strategic areas in the master suite.

What stands *Mogambo* apart from the rest is the attention to detail of each furniture piece, such as the custom-made ebonised walnut bar with its recessed carved panel at the front; the metal details of the bar

**The relaxed, outdoor
ambiance is perfectly
illustrated by *Mogambo's*
expansive covered lounge,
aft on the main deck
(above), as well as the
sunbathing area and spa
pool on the sundeck
(opposite top)**



‘The vessel was **designed** to meet the **owner’s requirements** and specifically to enter the **charter market**. The **outside areas** are the **best I have seen** for that purpose’







‘What stands *Mogambo* apart is the attention to detail, such as the custom chromised walnut bar, the metal details of the bar and the bronzed bar stool legs’



and the bar stool legs were bronzed to match all the door hardware aboard. The carved panelling makes appearances throughout the vessel, often enhanced with a metal flower-printed plate. On the bar, the carved panel hides a glassware cabinet.

The dining table, another point of conversation, is veneered in taupe rippled sycamore with a dimmable light box that rises from the tabletop and runs almost its entire length. The dining chairs, like most of the seating furniture aboard, were designed by Raymond Langton.

'There was a huge amount of time spent developing the furniture designs. The pieces have organic shapes, soft curves and interesting textures which contrast the straight and sleek architecture of the rooms,' says Langton. Favourites of the designers, the chairs are lacquered to match the rippled sycamore of the table, while the back of the backrest has a six-tone fur inlay. 'Our first design had a full wooden back, but a chair that size looks too heavy with a wooden back – fur was a fun idea,' Langton continues.

Forward on the main deck, the master is accessed



The table in the main dining area (above) is a dramatic centrepiece, veneered in rippled sycamore and featuring a raised light box along its length. In the beach club seating area (top right) guests can wait for spa treatment or tenders and toys to launch. The many amenities also include the hair salon (middle) and cinema (right)

‘There was a huge amount of time spent developing the furniture designs. The furniture pieces have organic shapes, soft curves and interesting textures’





through a set of custom carved panelled doors with the same metal flower-printed doorplate found in the main saloon. The suite incorporates a study with a desk that looks towards the starboard side, where a large portion of the wall from floor to ceiling hinges down and outwards at the press of a button, to create a balcony. The study can also double as an additional bedroom when a bed folds out from a hidden compartment in the opposing wall.

Forward of the study, another set of doors opens on to the expansive master bedroom with en suite, which fully takes advantage of the full beam forward. The furnishings are sparse for the amount of available space, but looking closely, specific design elements found throughout *Mogambo* all come together in the master in a very subtle manner to achieve the ultimate statement of the design. Each piece has been designed to fit the space exactly; the carpet has a Pertino pattern mimicked in the embroidered cushions as well as on the wall panel that hides the TV. There is also a very subtle hatch pattern on doors and walls that continues the African theme and a piece of petrified wood from Bali that surely adds another tonne of weight to the total. 'It takes multiple crew members to move it when cleaning,' confirms Captain Walsh. Four wardrobes accommodate both the owners' needs and those of charter guests.

To further meet the needs of chartering, the guest cabins are versatile. The VIP on the bridge deck can be converted into a twin cabin, while two of the four double cabins below also convert into twins. Each is delicately appointed in creamy shades of taupe while cushions add hints of the colours found in the specially commissioned paintings.

In the competitive world of chartering, the yacht with the most amenities wins, and *Mogambo* might just hold





'Mogambo ticks so many amenities boxes, including a cinema room that offers day-bed seating, surround sound and a professional screen'



the title with its assortment of capabilities and features.

According to Captain Walsh, 'The swim platform incorporating the beach club, spa, sauna and beauty salon works really well and is most popular with the guests. As are the tenders, jet ski and toy areas.'

The lower deck spa area makes good use of the available space and has access to the tender garage. The seating area can serve as a waiting room for spa treatments, toy usage or when waiting for the tenders to be deployed.

Up on the bridge deck, *Mogambo* keeps ticking the amenities boxes with a cinema room that offers day-bed seating, surround sound and a professional screen. Continuing aft, the upper saloon contrasts the darker main saloon with taupe furnishings and sycamore walls. The room follows the look of the suites with two glass sculptures by Crystal Caviar calling for attention.

Up above, the sundeck has been divided into three areas. Aft of the mast, shaded with sturdy canvas awnings are sunpads and a sitting area that surrounds a



Recessed LED rather than downlighting is a theme throughout, seen to great effect in the full-beam master suite (above), its bathroom (opposite bottom) and study (opposite top)

table. The seating area faces the mast whose wall serves as a screen for an alfresco cinema. Forward is the spa pool, more sunpads and – offering the best views – an air-conditioned gym enclosed by floor to ceiling windows, surely hoping to convince a guest to work out during their holiday.

As for performance, Captain Walsh has nothing but good things to say: 'It is very comfortable at sea and quite fast, able to fast cruise at 16 knots if needed, and like always, the engineering is typical German – first

class. She's a good looking vessel, and the exterior finish is superb.'

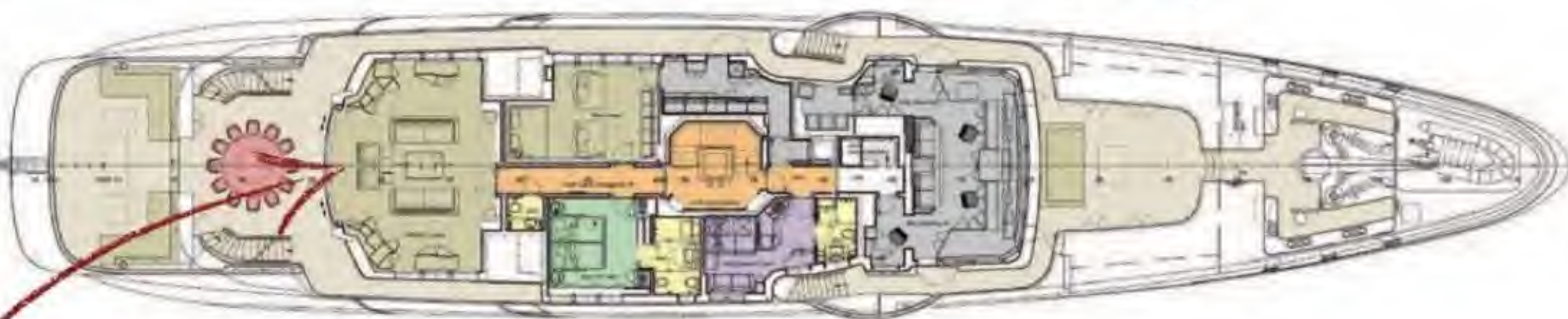
Given *carte blanche* with both exterior and interior styling, Reymond Langton has produced an interior that gives a unique taste of Africa. It is enchanting in its simplicity, but given the time – or a rainy afternoon on charter – one could spend hours walking *Mogambo's* four decks and finding elements at first unseen, while taking full advantage of the yacht's copious guest amenities.

MOGAMBO



The sun deck overhang plus an awning create a shelter for an outdoor lounge on the deck below

A matte painted mast wall can become a projection screen to show films at night



The bridge deck is informal, with a cinema, the upper saloon further aft and an exterior dining area to stern, one of three dining tables on board



Sweeping staircases connect the beach club and main deck, where a lounge and yet another dining area await

The huge main saloon with bar offers plenty of room for socialising. Forward is the owner's suite, also impressively sized, with study and balcony



Fitting between the two tenders, the lower deck beach club leads out to the stern swim platform

Surrounding the central staircase are four en suite guest cabins, two of which convert to twins

MOGAMBO Nobiskrug

LOA 73.51m
LWL 58.7m
Beam 12.6m
Draught 3.65m
Displacement 1,590T
Gross tonnage 1,682GT

Engines
2 x MTU 16V, 4000 M60 at 1,760kW
Speed (max/cruise)
17.3/14 knots
Range at 14 knots
5,000nm
Bowthruster Schottel

Generators
3 x Man/Stamford
Fuel capacity
184,000 litres
Water capacity
37,700 litres
Owner and guests 12
Crew 12-18

Tenders
1 x 11.6m Novurania Chase 38; 1 x 7.5m Novurania Launch 750
Construction Steel/GRP
Classification
Germanischer Lloyd
Naval architecture
Nobiskrug

Interior and exterior design
Reymond Langton Design
Owner's project manager
Hill Robinson
Charter details
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Hill Robinson

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Darlings Danama

CRN'S 60 METRE IS THE LATEST IN A SERIES OF THE YARD'S SEMI-CUSTOM YACHTS, WHICH OFFER LARGE VOLUME CUNNINGLY CONCEALED WITHIN A BEAUTIFULLY DESIGNED SUPERSTRUCTURE

words: Caroline White photography: Maurizio Paradisi





'Zucco comes from production of smaller vessels and is accustomed to using every corner of the volume. In the way he looks at space, he treats a 70 or 80 metre like a 40 foot Ferretti'



The gym has been removed from the sundeck leaving plenty of sunbathing space, a seating area and bar (above) and a spa pool further forward (opposite top), as well as an indoor lounge

In both the spatial and aural senses 'volume' was key to the creation of this 60 metre CRN. The owner of *Darlings Danama* had two fundamental requirements: a quiet owner's cabin and a unique architectural style that would accentuate natural volume. The result is a contemporary, luxurious superyacht with flowing spaces and a peaceful ambience. It was achieved through architectural expertise, owner input, build experience and innovative technology, but it was an intelligent choice of exterior designer that meant they would have that all-important spaciousness to play with.

Darlings Danama, which will charter for roughly nine months of the year, is the sixth superyacht in an

'accidental' series from the Italian yard. These semi-custom yachts are all based on the same platform (a steel and aluminium displacement hull) and all have been styled by Giovanni Zucco of Zucco International Project (albeit in three sizes, 54, 57 and 60 metres and with different superstructure forms). Examples include 54 metre *Alouette II* (ex-*Ability*), 57 metre *Romance* and 60 metre *GiVi*.

So why have so many owners chosen the same formula? Luca Boldrini, CRN and Custom Line sales director, describes the factors in play as 'luck and good volume' – ie, a convenient platform size and a superstructure designer who finds every square centimetre of potential volume. 'In my



experience, architects who start on big yachts straightaway don't go in such detail on finding space,' says Boldrini. 'Zuccon comes from serial production of smaller vessels and is accustomed to using every little corner of the volume. In the way he looks at space, he treats a 70 or 80 metre like a 40 foot Ferretti.'

Zuccon, who agrees that 'attention to the centimetre is part of our DNA', used attempt by attempt research to 'reach a space limit it is impossible to go beyond'. But as well as providing large volumes, Zuccon found ways to hide that volume externally. 'The balance of exterior shapes and lines was designed to deny the presence of this incredibly bulky space,' he says. 'The continuity and

‘When we started to partition this vessel, you could see a visual volume was developing, that was really unexpected to us’





essentiality of the lines are the tools we have used to do this. So: superstructure surfaces as simple as possible, continuous lines from bow to stern and a limited number of details to avoid encumbering these volumes.'

Inside and on deck, Zuccon's spaces were put to good use. Cristina and Alexandre Negoescu, who led both the layout and interior design scheme, are land-based architects and designers with extensive experience in creating apartments, villas (including the owner's) and art galleries. They have worked extensively with interiors designers Didier Aaron and Jacques Grange on yachts, but *Darlings Danama* is the first yacht project in which they have called the shots. Their approach to the layout was influenced by the owners, who are also qualified architects, as well as by Zuccon and CRN's in-house design team. Beginning with a standard CRN layout for the platform, they joined the saloon and dining area to

make one huge social space. They also took space from the main saloon to extend the aft deck, an area the owner appreciated because it was more protected from the wind than the sundeck and closer to the beach club and water.

'We were a bit sceptical at first when the architects asked us to reduce the size of the main deck superstructure,' says Boldrini, 'but now we've seen the end result they really created something more useable and the line of the vessel has been rebalanced a lot.'

This change has given the main deck a good deal of exterior space. Down on the good-sized beach club there's even more, while the sundeck gym was scrapped to ensure there would be plenty up top, too. Inside, perhaps the most notable features of the Negoescu design are the open plan cabins, with two-thirds height walls separating them from the bathrooms. It's a modern

The upper deck features a dining table aft, with seating for 14 (opposite top); the saloon on the same deck (above and previous spread) continues the interior's flowing shapes, with more of a nighttime entertaining edge, plenty of white leather and a metallic bar



architectural approach to use of space on board. In an apartment you wouldn't subdivide more than necessary – you'd more likely knock down walls – so why not look at a yacht the same way?

'We know what volume can develop on yachts of this type,' says Boldrini, 'we saw it from the first style, we saw it from a classical motor style, to a baroque style, and even a baroque Chinese style. But when we started to partition this vessel, you could see that a visual volume was developing that was really unexpected to us, especially in the master cabin and lower deck VIP cabins. Honestly, they have developed something completely different.'

The effect is accentuated by the flowing styling of the yacht's interior. The aft main deck entrance hall is highly sculptured, with curved cabinets creating an hourglass shape, accentuated by a curved bar covered in dark ebony colour and glossy straw marquetry (crafted by Lison de



Caunes of Paris) and topped with black Portor rare marble.

At the aft end the space widens to glass doors, framed with stainless chrome pillars and the aft deck beyond, with its cream Fendi seating. At the forward end it opens on to the saloon and dining area. 'The living and dining areas are a unique space, the soul of the boat,' says Cristina Negoescu. 'The fluid design, like the movement of the waves, it invites you to the centre of the space.' The main saloon is centred with an oval cream carpet, hand shaven to emulate a seabed sculpted into ridges by the tide. The champagne and taupe furniture that sits on it is curved sympathetically (the Negoescus designed this along with the fixed furniture), while on the ceiling there is a huge stainless chrome sun motif. Forward is a monochromatic dining area with a multi-disc light feature. Throughout the space is extensive cabinetry and excellent light from wide windows, as well as a subtle glow from recessed artificial lighting.

Using all this light was also an important part of the plan for this area, which is filled with reflective surfaces and fabrics – from moon-gold and silver leaf wall panels by Meriguet-Carrere of Paris, to white lacquered ceilings and velvet cushions. Apart from adding to the warm, lustrous ambience, these were included to accentuate the dimensions of the space.

From here, the glass lift in the central lobby travels all the way through the boat, from the lower deck to the sundeck. As well as ample sunbathing space, a stylish seating area, bar and forward spa pool surrounded by sunpads, the sundeck features an indoor lounge with a television for those taking a break from the beating rays,



or seeking a cosy nook in bad weather.

The upper deck feels like an evening space, the saloon sharing the flowing shapes of the larger main deck version, but with a slicker, sharper edge, lots of white leather and a metallic and moon-gold sculptured bar. On the aft deck is a 14-person dining table and that extended seating area, while forward, in front of the wheelhouse, there is a generous viewing deck.

One VIP cabin is located on the upper deck, with three doubles and a twin on the lower deck, all with the open plan bathroom/bedroom arrangement. 'The bleached-grey brushed oak with stainless chrome insertions, white leather, mother-of-pearl, mirrors and engraved mirror or glass give a mystery and transparency to the spaces,' says Cristina Negoescu. 'There are art deco straw marquetry decorative panels in gold, moon-gold and palladium leaves, and platinum Sicis mosaics in the bathrooms.'

The effect is sophisticated, warm and soft, but the most extraordinary sleeping quarters are undoubtedly those of the owner. Full-beam and forward on the main

deck, the suite features a similar decorative scheme to the other cabins, but on a grand scale.

To starboard there is a large terrace, to port a writing desk and at the foot of the bed a sculptural bench by Herve van der Straeten. Forward, the bathroom is separated from the cabin by a three-quarters mother-of-pearl covered wall. It contains a huge spa bath, as well as a shower, two heads and a walk-in wardrobe with engraved glass doors. Aft in the suite there is a separated office. There are clever touches, such as heated bathroom mirrors that don't steam up, a fold-out section and automatic lights that transform the port writing desk into a dressing table, and most importantly a system for dealing with noise.

'First we soundproofed the boat to such an extent that in the cabins at cruise speed we were able to have 46 or 47 decibels. Normally, similar yachts would have between 50 and 55,' says Boldrini. 'To take this further we have developed with the University of Ancona and a contractor, Videoworks, a system of noise cancelling.'

In keeping with *Darlings Danama's* clever use of space, the main deck dining (above) and saloon (opposite top) areas can be opened up to create one large social area. Cabinetry and recessed lighting has been used effectively throughout



'The bleached oak with stainless chrome insertions, white leather, mother-of-pearl, and engraved mirror or glass give a mystery and transparency to the spaces'



‘We soundproofed the boat to such an extent that in the cabins at cruise speed, we were able to have 46 or 47 decibels’





The full-beam owner's suite (opposite top) continues the feeling of spaciousness, and is separated from the bathroom by a three-quarter wall. The bathroom (above) houses a large spa bath as well as two showers. The guest cabins (opposite middle and bottom) offer a similar open relationship with the en suite

The intention was to develop something similar to Bose headphones, which send a counter-signal to cancel external noise. But this version would be for larger, less controlled areas such as a cabin, where sound bounces off multiple surfaces. To this end they created a 'bubble' of noise-cancelling signal for two metres around the bed, and in trials were able to reduce the sound in the cabin by a further 45 to 50 per cent. The tiny speakers look like buttons in the leather bedhead. 'Especially during night navigation, feedback is that the system is exceptionally good,' says Boldrini. 'We'd like to present this properly at the Monaco show.'

The lifestyle of the crew was also a concern on board, and *Darlings Danama's* captain Jan Carter also had a hand in the layout. On his wishes, part of the crew recreation area became two extra cabins (for bodyguards, masseuses or other staff charter guests bring) and there are pantries on the upper deck and sundeck, as well as on the main deck by the galley. For the wheelhouse,

adjacent to the radio room and captain's cabin, he requested huge, integrated technical screens and super-safe equipment. 'He has everything repeated in his wheelhouse three or four times,' says Boldrini. 'It's extreme redundancy.'

The engine room is neat and tidy, with rails and good access to the two caterpillar engines offering 1,174kW at 1,600rpm, despite the fact maximising of space upstairs made fitting everything in a challenge. 'Our architectural department in CRN had a big input, because that design makes placement of machinery difficult,' says Boldrini.

'All the open space takes up storage space from it, so we had to work quite tightly, hide as much as possible and not have openings that they could ruin the design.'

And they succeeded. The result is a flowing, spacious yacht that offers glamour, and whether you're having a party or not, silence to those who want it.

DARLINGS DANAMA



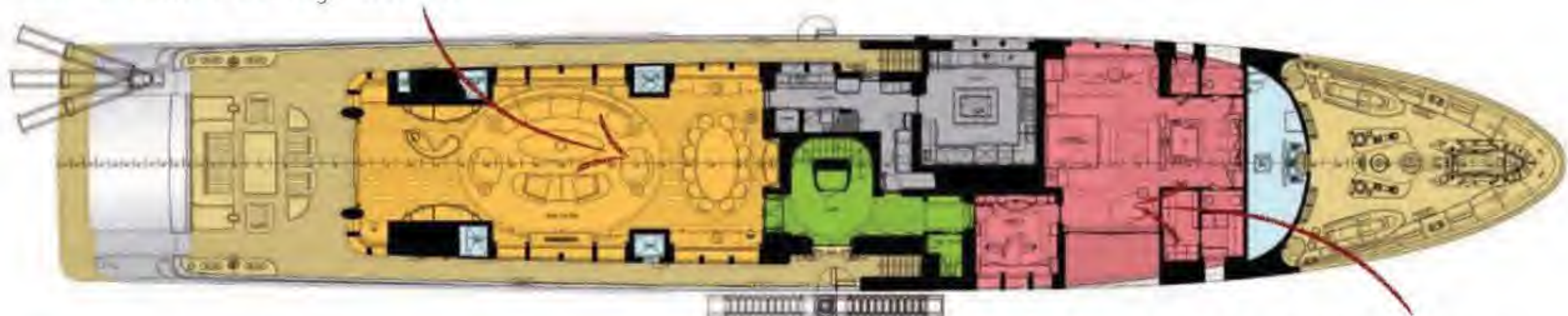
The flowing lines of the upper deck saloon lead aft to the alfresco dining area. Midships is a large VIP suite

An indoor lounge on the sundeck offers shelter from strong sun or poor weather



The boat's open spaces are best seen on the main deck, where the dining area and saloon can become one large social area

The glass lift in the central lobby connects every level from lower deck to sundeck



The extensive beach club on the lower deck reflects the designer's quest for a relaxed ambiance throughout

The owner's suite is impressively large, and features its own terrace, study, writing desk and bathroom with spa pool



DARLINGS DANAMA CRN

LOA 59.5m
LWL 51.8m
Beam 10.2m
Draught 3m
Gross tonnage 984GT
Engines
2 x Caterpillar 3512B-B
1,174kW at 1,600rpm

Speed (max/cruise)
15/14 knots
Range at 12 knots
4,000nm
Thrusters
Electro Automation
Service
Stabilisers
Samos
Generators
2 x Caterpillar C9 175kW

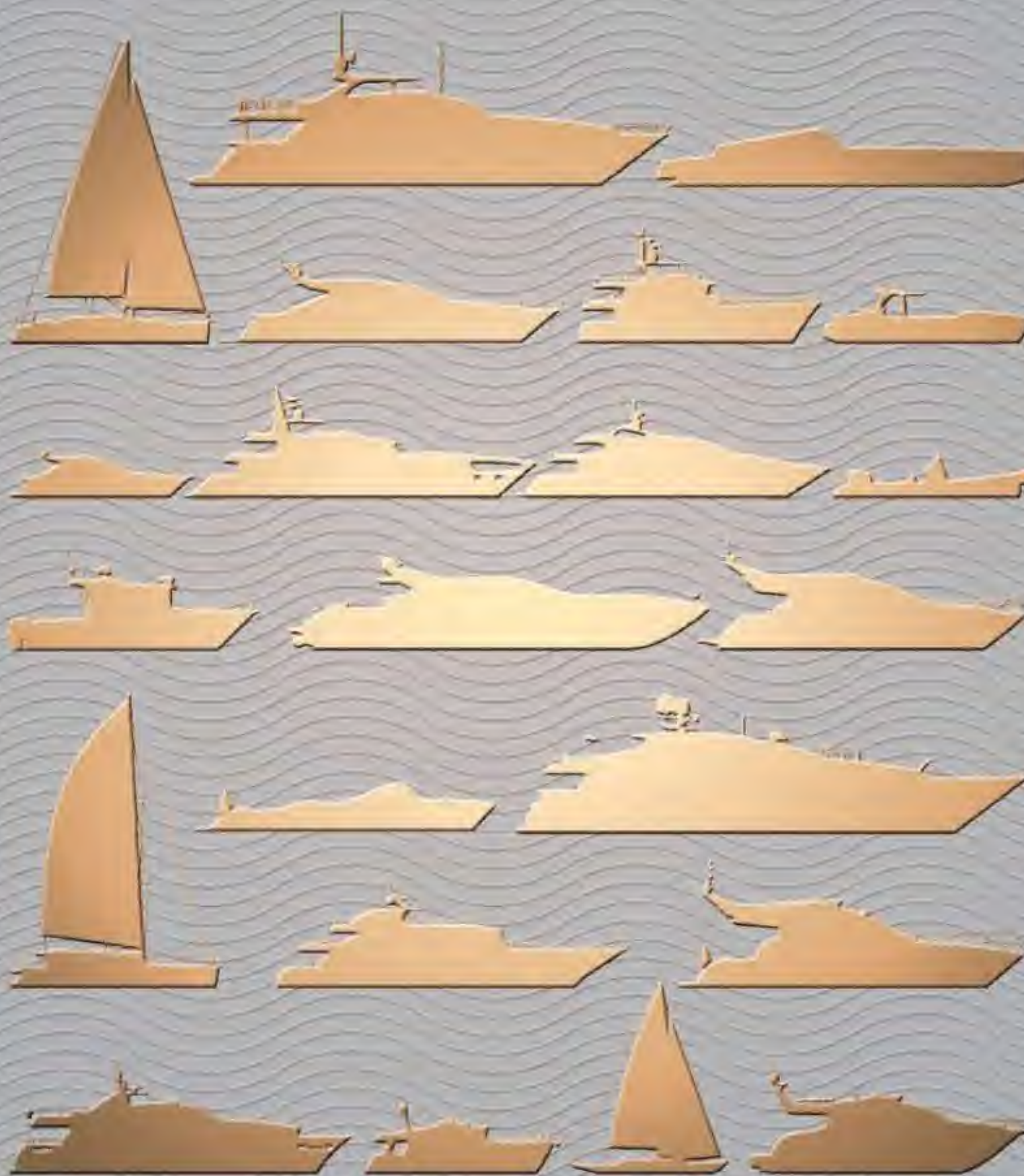
Fuel capacity
107,000 litres
Freshwater capacity
20,000 litres
Tenders
2 x Castoldi Jet tender 23
Owner and guests 12
Crew 14
Construction
Steel/aluminium

Classification
Lloyd's #100 - A1 - SSC
- 'Y', Mono, G6, # LMC
MCA LY2
Naval architecture
CRN Engineering
Exterior design
Zuccon International
Project
Owner surveyors
Richard Davies, Roberta

Johnson
Build project managers
Lorenza Baldini Rossi,
Massimo Pietrini
Interior design
Cristina and Alexandre
Negoesco
Builder/year
CRN/2011
Ancona, Italy
tel: +39 071 5011 111

email: info@crn-yacht.
com
web: www.crn-yacht.com
For charter
Camper & Nicholson's
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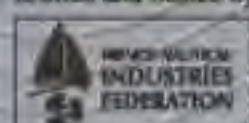
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Ouranos

THE LAUNCH OF TECNOMAR'S
NEW 45 METRE NADARA
SIGNALS THE YARD'S INTENT TO
STEP UP TO A HIGHER LEVEL OF
DESIGN AND BUILD QUALITY

words: Tom Isitt

photography: Emilio Bianchi, Kurt Bertels





‘Guests are unlikely to find much to complain about from a comfort point of view. The noise levels are pleasantly low, suggesting that Tecnomar has put a lot of effort into sound insulation’

The current global financial meltdown is having an interesting effect on the superyacht market. When the world's financial institutions went into a flat spin in 2008 there were widespread predictions that the demise of the superyacht market was nigh. Initially, the doom-mongers appeared to be correct as orders dried up, yards became silent, and the values of brokerage boats spiralled ever downwards.

By 2009, there were genuine fears that the superyacht market might have suffered a blow, from which it would never recover. The very top end of the market, 100 metres plus, looked recession-proof, but everything below that was vulnerable. It was certainly the case that some yards were exposed, either because of their debts, or they had misjudged the market, or because they were not delivering on quality.

It seemed inevitable many yards would go to the wall, unable to compete in a market where value for money and customer service were increasingly important. For any yard over-burdened with debt, times were about to get very hard indeed. And we've seen high-profile casualties, too. Ferretti and Sunseeker both came fairly close to disaster; companies such as Royal Denship, Baglietto and the Rodriguez Group all had their problems, and the future looks far from certain for many manufacturers of production or semi-custom yachts.

There was a view at the time that the market needed to be thinned out. In the good old days the long waiting lists at many yards meant that the value of second-hand yachts remained high, but as the orders for new yachts dried up, the values of second-hand ones dropped dramatically. Many brokers at the time privately admitted that the brokerage market had finally found its level, but that was cold comfort to those customers who had paid top-dollar a few years previously.

Against this background of uncertainty numerous shipyards have changed hands, and Tecnomar was one of them. Taken over in 2009 by a consortium led by Giovanni Costantino, the idea was to reverse Tecnomar's waning fortunes by introducing new efficiencies. With a background in furniture design and manufacture, new chairman Costantino brought his experience (and some of his previous management team) to bear on turning Tecnomar around. The management have restructured and modernised most aspects of the business, and in 2011 they bought Admiral and incorporated that into the business.

Costantino identified quality as being a key driver in this sector of the market, and has set about trying to make sure that the quality control systems were at least as good as any of the other major yards. The award-winning *Doubleshot*, the 36 metre Tecnomar Velvet

Exterior spaces offer guests the chance to socialise, or to get away from it all for a while. The sundeck (below), with spa pool, large dining table, and both seating and sunbathing areas, can be shaded with electronic canopies



OURANOS

featured in our October 2011 issue, was the first of a new breed of Tecnomars, and *Ouranos* is the latest.

Ouranos is a 45 metre tri-deck planing yacht from Tecnomar's Nadara range, and is a fine example of how a struggling yard can be transformed into one producing absolutely top-notch quality yachts. Built for an experienced owner, primarily for use as a charter yacht, *Ouranos* is fairly unexceptional in terms of interior and exterior design. She is undoubtedly a good-looking tri-deck yacht, both inside and out, but the charter market requires a conservative approach to design. However, the charter market also requires a yacht that works well

for both guests and crew, something that is far more important than left-field design features.

With regard to the interior, a combination of limestone floors and walnut veneers is easy on the eye and easy for the crew to maintain. The colour palette is neutral and muted, as you'd expect on a yacht designed primarily for charter, and it's unlikely that anyone will be offended by what they see. In terms of layout, *Ouranos* conforms to industry norms for a yacht this size, with an accommodation deck that comprises two doubles, two twins (each with a Pullman berth) and a VIP double forward. On the main deck is a large saloon, galley and

The neutral colour scheme and muted earth tones are ideal for the charter market; the combination of limestone and walnut Canaletto work well together. Bespoke touches include very elegant staircases (opposite bottom), and a one-off hand-made dining table (opposite top) made by Tecnomar itself



owner's suite, complete with office space and private gym. On the upper deck there is another saloon, serving area, dayhead, bridge and captain's cabin, while up on the sundeck is ample seating and sunbathing areas, the obligatory spa pool, and a large dining table with extendable awnings overhead.

The way the boat is laid out makes perfect sense, in that the guest areas all flow naturally together, as do the crew areas. The crew can move about the boat, getting on with what they need to do, without disturbing the guests, and the crew quarters themselves are surprisingly spacious and well thought-out. And making life

straightforward for the crew is an important, and oft neglected, aspect of yacht design. After all, if you have good crew you want to keep them, and if you want good crew you need to have a yacht that is simple to work on.

The term 'build quality' is a tricky one to define. Doubtless we all have our own ideas about what constitutes good or bad build quality, but very often it comes down to personal preferences, and the economies of scale. It is easy to deride production builders turning out thousands of boats every year for their lack of 'build quality', but many do a very good job, considering the price point at which their products sell. What is not so



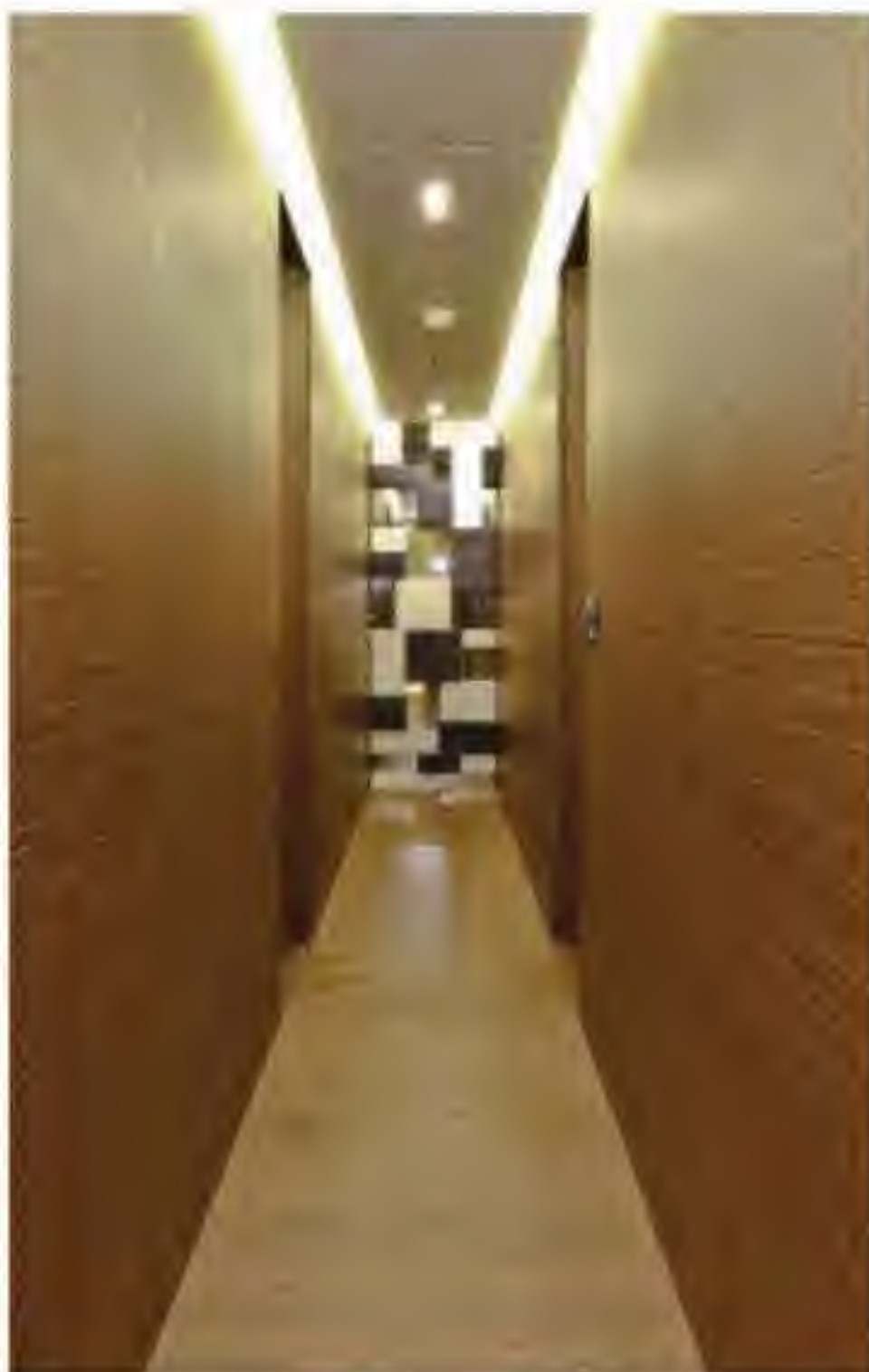
"The way the boat is laid out makes perfect sense, in that the guest areas all flow naturally together, as do the crew areas"



'I spent time lifting carpets, shining my torch into spaces, and looking for awkwardly placed service items, but to little avail. *Ouranos* does not just look good on the outside, she's also very well finished beneath the surface'







The master suite (above) on the main deck includes a convenient office area, a full-width cabin, and an excellent bathroom and dressing area. Down on the accommodation deck a central corridor (left) serves a VIP double, two regular doubles, and two twins

‘Time spent in the engine room and machinery spaces confirms that the people building *Ouranos* knew what they were doing’

good is a superyacht held together with self-tappers and Sikaflex, and to which a premium asking price is attached. Happily these are few and far between these days, but even so you do sometimes come across boats where the quality control is not all it could be.

Since Costantino took over at Admiral Tecnomar there appears to have been a significant step forward in the manufacturing processes and in overall build quality. I spent considerable time on board lifting carpets, shining my torch into spaces behind cupboards, pulling at hinges and looking for awkwardly placed service items, but to little avail. *Ouranos* does not just look good on the outside, she's also very well finished beneath the surface.

Time spent in the engine room and machinery spaces confirms that the people building *Ouranos* knew what they were doing. The engine room itself is well laid out, with service items easily accessible, and the level of insulation is excellent. The trunking is neat and tidy (and securely fixed), there is adequate space – and handholds – around the engines, the control panels and monitoring systems are where you want them, and any chief engineer will find this an excellent space in which to work.

Similarly, storage areas and launching systems on board will make life considerably easier for the deckies, and the same applies to the chef and the stewies. It might seem strange to emphasise these aspects of the boat's design, but if you're putting your yacht out to charter it needs to run as smoothly as possible for the convenience of the guests.

And those guests are unlikely to find much to complain about from a comfort point of view. The noise levels are pleasantly low, suggesting that Tecnomar has put a lot of effort into sound insulation, and there are numerous independent guest areas where people can gather or find a bit of peace and quiet. Both saloons are pleasant places to sit, with large windows offering excellent views, and the outside spaces are similarly impressive. On the main deck is a huge alfresco dining area aft, there is another one on the upper deck aft, and another on the sundeck. There is also a large forward-facing sofa above the foredeck.

If there is one thing I would point to as a measure of *Ouranos*, it would be the teak-laid balustrade on the sundeck. The teak planking runs along the top, curves down the vertical section, and then joins the rest of the teak decking. It looks for all the world as if it is one piece, but in fact is several pieces expertly joined together, with the joins barely noticeable to the naked eye. I suspect most people will barely notice it, but it typifies the craftsmanship and attention to detail that Admiral Tecnomar is attempting to make its USP.

The company has great plans for the future, with bigger vessels in the pipeline and some interesting plans for an explorer series. If those plans come to fruition, and Admiral Tecnomar can continue to raise its game in terms of design and finish, then we expect to see a lot more from this yard over the next few years.



OURANOS



Much of the sun deck can be shaded by electronic awnings that fold out fore and aft from the hard-top

The upper deck saloon is full-width and incredibly spacious, with room for a small dining area and a bar, as well as generous sofas for the guests



A beautiful bespoke dining table was made especially for the boat by the Tecnomar yard

The owner's suite, forward, includes a generous bathroom, dressing area, gym and office



Guest cabins are comfortable rather than overly generous, but up to 10 people can sleep on this deck

Crew quarters are well thought-out and a decent size



OURANOS Admiral Tecnomar Group

LOA 44.5m
LWL 36.8m
Beam 8.3m
Draught 2.8m
Displacement 250T
Gross tonnage 450GT
Engines
2 x MTU 16V 4000 M90

Speed (max/cruise)
29 knots /25 knots
Range at 13 knots
1,080nm
Bowthrusters
1 x 100kW hydraulic
Generators
2 x Kohler 100 EFO2D

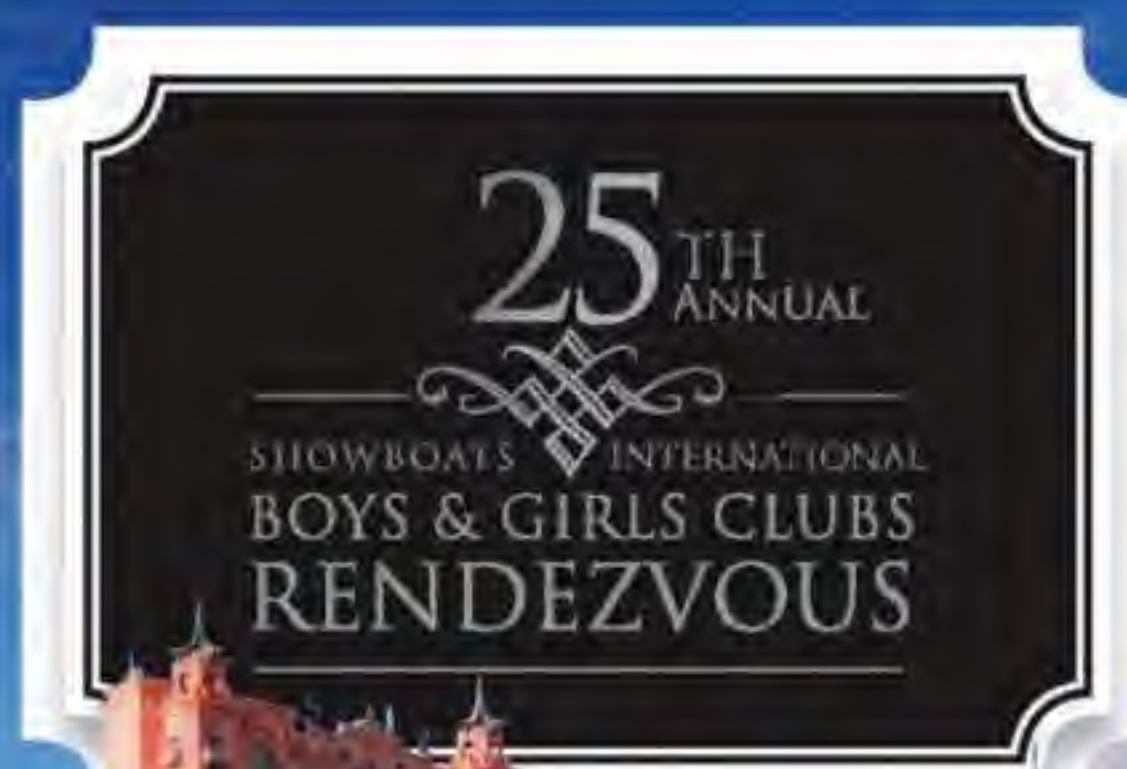
Fuel capacity
25,000 litres
Water capacity
5,000 litres
Owner and guests 12
Crew 9
Tenders
1 x 5m

Construction
Composite
Classification
C * HULL • MACH Ych
Short Range, COMF (Y)
Naval architecture
Admiral Tecnomar Group
Interior/exterior design
Centro Stile (Admiral

Tecnomar Group)
For charter
Cape4 Yachting
contact: Xenia Tshipidou
tel: +30 210 983 4382
email: xt@cape4yachting.com
web: cape4yachting.com
Rates: €126,000 per week (high season); €119,000

per week (low season)
Builder/year
Admiral Tecnomar Group/2012
Massa, Italy
tel: +39 0585 50 621
email: info@admiraltecnomar.com
web: tecnomar.com

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SIX YEARS AGO, AN OWNER
AND AVID SAILOR HAD A VISION
FOR A YACHT WITH EASY
HANDLING, PLENTY OF
SPACE AND A TURN OF
SPEED; THE RESULT IS
THE KESTREL 106

words: Peter Boulton
photography: John Langdon



உலகம்

106



The aft deck space (above), where the table and seating are fully convertible. The stern section (below) lowers hydraulically to meet the sea. There is comfortable seating forward, even under sail (right).




Peter Cooke is an avid sailboater. He is also something of a visionary and, about six years ago, began to formulate ideas for a very special sailing yacht. Its characteristics would be personal but universal at the same time, while also being exceptionally different.

'If that sounds a bit Irish, so be it,' Cooke says with a smile, 'although besides being Irish there's a drop of Scottish blood in me, as well.' We are sitting on the aft deck of the superb new Kestrel 106 ketch at this year's Antibes Yacht Show, basking in the admiring looks of passers-by. 'We (Cooke and wife Jenny) have a small bespoke gulet charter business in Turkey, which is very enjoyable, but it started me on a line of thought which developed into the vessel we're looking at today. While it may be great beating to windward or speeding on a broad reach, having to get everything properly stowed and nailed down (which includes the occupants) is unnecessary extra work. There are many folk who love the idea of a holiday on the water, but get frightened when the boat 'tips over a bit'. So I wanted something that would be gentle but really decisive upwind, with a full turn of speed, have 'motor yacht' space on deck and below and still look good – I didn't want much, did I?'

It must have felt a lot to ask at the time, but you sense Cooke is a quietly dynamic man who largely gets things done with his infectious enthusiasm and drive. As he points out, 'The first objective was to raise the necessary cash, find a designer, plus a shipyard, plus loads of other things, but I felt confident about finding the right solutions.



As a sort of goal, I revived an old slogan which summed things up nicely: "Grace, space and pace" – and it looks like we pretty much got it right.' Moving through this yacht, there can be no doubt they did indeed get it right though, most importantly, it should be understood that this is not a one-off, but the benchmark for an entire line of similar vessels. It was with this projection in mind that, back in 2006, Cooke gathered a group of 23 other like-minded Northern Irish and Scots shareholders who would encourage and help finance the project.

A large, three-masted sailboat with a dark blue hull and a red stripe is sailing on a deep blue ocean under a clear sky. The sails are white and partially deployed. The boat is moving from the bottom left towards the top right, leaving a white wake. Several people are visible on the deck. The text is overlaid in the bottom right corner.

‘I wanted something that would be gentle but decisive upwind, with a full turn of speed, have “motor yacht” space on deck and below and still look good – I didn’t want much, did I?’



Six years may represent a lot of faith, but I have met some of the shareholders and their enthusiasm easily vies with Cooke's. Their expressions of delight and satisfaction told the whole story, although it did no harm that the yacht was dubbed the star of the show and its public launch was attended by the Mayor of Antibes and his entourage.

Cooke continues his tale of the project's genesis: 'We cast about for a designer, but what with recommendations and our requirements, Ron Holland was obviously the man for the job, plus he only lives down the road in County Cork despite being an immigrant from New Zealand.' At this point, the 'immigrant from New Zealand' ambles over and joins in the conversation.

Ron Holland is a mild character. 'Don't be deceived by his quiet manner,' says Cooke. 'If ever we suggested something which offended his professional judgment, we were weaned away from such heresy in no uncertain terms.'

Holland laughs and says, '[The Kestrel] was an enjoyable challenge, but it was sometimes necessary to keep enthusiasm on the rails a bit. In this case, my team pulled a fine rabbit out of the hat and we're rather proud of the result.' By coincidence, *White Rabbit* was the name of Ron Holland's first design, an eight metre sloop he built in Auckland in 1966 – a far cry from designing the world's biggest sloop, *Mirabella V*, which launched in 2003 and exceeded the length of that first effort by 67 metres.

Holland explains some finer points of the Kestrel's design. 'It was thought construction would be in steel, but there was resistance to this uncovered in Kestrel's market research, so we changed to aluminium. It's a good, strong medium and allows for space as well as savings in weight. Of prime importance was accommodation space. This meant a master suite aft, a double forward, separated by two twin-bed cabins containing Pullman berths, plus two crew cabins





In the saloon (above) huge windows and hatches highlight immense volume. Note the helm seat forward right. The galley is below the main seating area. The descent (left) from saloon to forward cabins and crew quarters is a gentle one



right forward – more than you will find in many sailing boats 15 feet (4.5 metres) longer. To achieve this volume a fullness to the bow section was required without sacrificing speed, so we used a handsome clipper bow, but we were helped by having a good waterline length.'

On the subject of rig, this first example is a nicely balanced ketch offering a useful sail area and employing rod rigging. 'From the beginning,' says Holland, 'Peter wanted buyers to have a choice of rig with permutations any and each of which would be easy to handle, even under extreme conditions. So options cover schooner, wishbone schooner and cutter rigs, plus in-mast roller furling. Roller-furling genoa and self-tending jibs are part of the standard rig. To keep all this standing more or less upright, I suggested a modern fin keel with a hefty flattish bulb, which works well within the set requirements.'

'Taking into account all aspects of the design,' adds

Cooke, 'it was an exciting time with lots of innovations and, in fact, the whole thing took two years to consolidate. Naturally we're still coming up with new ideas, some of which will be incorporated in future constructions.'

'We had drawings and renderings of this beautiful yacht; now all we needed was someone and somewhere to actually build it. This proved to be amazingly difficult and took another couple of years, because what we really had in mind was a place where we could establish a sound ongoing relationship for a future series. We went all over Europe. We even approached our local Harland and Wolff yard in Belfast. Eventually, the perfect answer was found in Bodrum, Turkey, in a family shipyard called Aganlar, which had been building wooden vessels since 1961.'

Erdem Agan, CEO of Aganlar, is remarkably young, but has an aura of competence. 'I am second generation and was born in a shipyard (joke),' he explains, 'but continued



The saloon looking aft (opposite), a beautiful, convivial dining space. Aft is the master suite (top), while the VIP cabin (above) is further forward. The galley (right) is much more spacious than it appears here



my education in the States and UK during the six years 1998 to 2003, studying aerospace and ocean engineering, plus naval architecture at Virginia Tech, followed by yacht and power-craft design at the Southampton Institute. I took over as CEO of the Aganlar Group in 2005. We have a long history of building boats in wood up to 45 metres, while other yards around us converted to steel; Kestrel's original project was in steel, which would not have attracted us, but the change to aluminium fitted well with our own ambitions to build global quality yachts for a world market.'

But why accept aluminium and not steel? 'Basically because of the challenge. It was not easy convincing the company this was the way to go, but it's a medium which, like wood, demands special skills in working and I didn't want us to be just another Turkish shipyard which changed over to steel. We are now the only yard in the eastern Turkish Aegean building yachts in aluminium over 24 metres.'

Working in aluminium requires specific skills, so for a yard used to working with wood, achieving the high

quality required on the Kestrel represented a challenge.

'Turkey is a country where old meets new in complete harmony, so old craftsmanship works easily alongside new technology, which meant little difficulty in setting up the right workforce. However, it is essential to thank Kestrel's project manager David Barwell – even though we did not always see eye-to-eye – we learned so much from his expertise, hard work and talent in problem solving.'

On close inspection, no one can fail to be impressed by the quality of fit, finish and materials, especially the team from central agents Watkins Superyachts, Adrian McCourt and Vicki LeFleur. 'With three distinctly separate deck areas and spacious accommodation below for up to 10 guests if the Pullman berths are used, she will be great either as a family cruiser, or perfect for charter,' notes McCourt. 'We particularly like locating the galley in the port side of the hull, actually beneath the dining area of the saloon, which also gives access to the engine room.'

The engine room is huge for this size of sailing yacht



‘Turkey is a country where old meets new in complete harmony, so old craftsmanship works easily alongside new technology’

and, among other equipment, contains two 28kW Kohler generators, a water maker and a 350hp Scania main engine, capable of driving the ship at 11 knots which, says Cooke, ‘is only a little below her designed maximum sail speed’, although she has since reached 13.8 knots under sail.

Up in the saloon, all is bright, airy and comfortable, with large windows on both sides and forward with a genuinely panoramic view. Forward to starboard is a simple console with a seat, engine and bowthruster controls, but the helm is simply an override linked to the autopilot. ‘Better than getting soaked,’ says Cooke.

A tour of the deck shows robust Lewmar deck gear and a minimum of visible lines, sheets and halyards to be stumbled over. There is but one helm station against the superstructure to port; it has a spray hood, although the entire aft deck can be covered against inclement weather.

Cooke springs a couple of surprises as he modestly describes the aft seating arrangement: ‘We designed this to be easily convertible in three ways. First is as it is, with

two bench seats flanking two narrow tables and a clear space between – a cockpit layout. Next, the tables can be swivelled together to meet and form a single large dining table and the seats, which are on slides in the deck, moved inwards to the table. Finally, the crew can remove the tables and their tubular swivels and move the seats outward to their extremities. A suitable rug is laid on the deck and *voilà*, let the dancing begin!’

With that, a Scottish piper in full regalia strikes up and two Irish dancers provide a memorable closing spectacle to the Kestrel 106’s public launch. The piper is the great Fraser MacIntosh who, from the top of the stands at Murrayfield, pipes the Scottish national rugby team on to the pitch; the dancers are Joanne Doyle and David Moore, the original leads from the European tour of *Riverdance*.

Such a delightful display certainly underlines the beauty of this first Kestrel 106, which apart from her future sisters, makes her a very difficult act to follow.

KESTREL 106

A single off-set helm station allows exceptional aft deck space

The deck features an unusually large number of hatches

Extra length permits a forward double and eight guest configuration

In poor weather the main deck dining saloon is a good alternative to the prime dining spot on the upper deck aft

The under-saloon galley arrangement also gives engine room access

KESTREL Kestrel Superyachts

LOA 30.6m
LOD 27.55m
Beam 6.69m
Draught 2.9m
Displacement 110 tonnes
Gross tonnage 74GT
Engine
 1 x Scania D11259M

Speed (max/cruise)
 Under sail 13.8/11 knots;
 under power 12/10 knots
Generators
 2 x 28 Kohler 28EF02D
Bowthrusters
 Lewmar 400 TAH 50hp
Fuel capacity
 7,400 litres
Freshwater capacity
 3,200 litres

Owner and guests 8-10
Crew 4
Construction Aluminium
Classification RINA
Sails and spars
 UK Sails; Valena Spars in aluminium
Naval architecture
 Ron Holland Design

Exterior design
 Ron Holland Design
Interior design
 Ron Holland Design &
 McWhirter Morris
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The secrets and
delights of Sardinia
are best explored
on a superyacht

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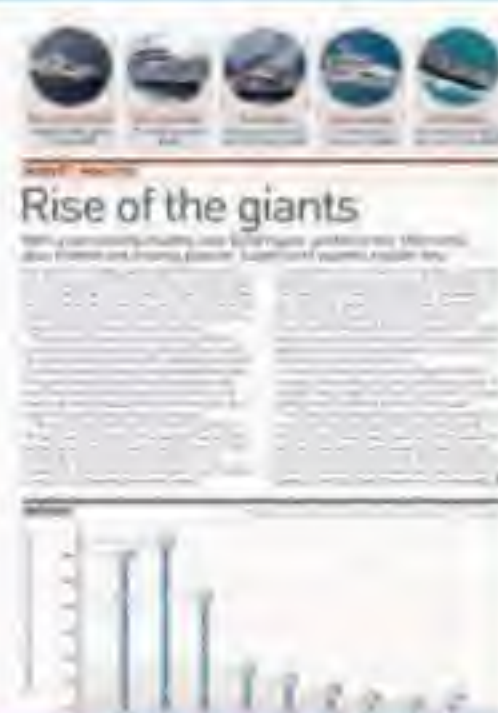
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news round-up

Sardinia retreat

Sir Donald Gosling's perfect island cruise



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Amanda McCracken
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EXPERIENCED OWNER SIR DONALD GOSLING OFFERS THE FRUITS OF MANY YEARS' EXPERIENCE EXPLORING THE BEST OF SARDINIA'S CRUISING LOCATIONS ON BOARD *LEANDER*

Sitting with Sir Donald Gosling at Leander House watching the Thames flow past is a pretty special experience, and it is the perfect spot to reminisce with this experienced owner about where he loves to go cruising. He has taken his 75 metre superyacht *Leander* all over the world, but the place he returns to time and again is Sardinia. His love affair with this island has been a long-term one, and if a busy diary enables a retreat early in June, it's often to the shores of Sardinia that he will go.

'It has this incredible combination,' Gosling says. 'On one hand it has thousands of little bays and anchorages, and on the other perhaps the world's greatest sophistication, created on the Costa Smeralda by HH the Aga Khan.'

'We love going into the heart of the island, sitting at a trattoria where there are no menus, and eating what they have to offer for 12 to 15 euros. Before you leave they present you with a great big paper bag full of vegetables from their garden. That's the sort of mentality you get there.'



Sardinia is a rugged and mountainous island with the Gennargentu range cutting a jagged swath through its heart. The most northerly point of the island is narrowly separated by the Strait of Bonifacio from Corsica, and the whole is totally detached from the rat race of Europe. The second largest island in the Mediterranean, it is easily reached from the Italian mainland, the Balearics, the Côte d'Azur and Tunisia.

For Gosling and his guests, Sardinia's real draw is its people, the food, the local villages and the magical landscape, which in the evening light glows pink against clear waters. Suffusing this is the divine smell of the early summer flora when everything is bright and fresh.

The perfect cruise

A voyage through some of *Leander's* favourite haunts begins in relaxed mode, right in the north east corner of the island in the national park.

The archipelago of **La Maddalena** is an area of outstanding beauty comprising myriad small islands in a protected area with hundreds of tiny, white, perfectly formed natural beaches. Entrance to this area is restricted and vessels have to anchor 300 metres off the coast of the main island and tender in. Permits are needed for scuba diving from the National Park Authority.

'It takes a lot of beating for its crystal water,' enthuses Gosling. 'There is the lovely island of Santa Maria, where I took (comedian) Jimmy Tarbuck and his wife, just off the coast. We went by tender to the marine reserve and it is magnificent. I even went down and fed the fish. I have never seen anything like it in the Mediterranean – the Med is a bit short of fish, but because this place has been protected it was teeming. You get in the water and they take the food out of your hand – a bit like Norman Island in the BVIs.'



'I have never seen anything like it – the Med is a bit short of fish, but because this place has been protected it was teeming. You get in the water and they take the food out of your hand'



You could spend a whole holiday just exploring this area in the tender, but Gosling and the crew of *Leander* recommend trying out **Cala Lunga** (41° 15'28.09" N, 9° 25'32.73" E), which has a natural creek at the entrance to the harbour of Porto Massimo, sheltered from the westerly wind; and **Cala Napoletana** (41° 4'31.16 N, 9° 27'47.16" E), which has beautiful white sand and deep turquoise water in a horseshoe bay to the north west of Caprera, sheltered from southerly winds. Here you can bathe, fish and scuba dive with a permit.

In the south of Caprera is the stunning white sand beach called **Relitto** (41° 10'53.03" N, 9° 28'32.98" E), named after its old shipwreck of a vessel that carried black diamonds. The bay provides shelter from the prevailing westerlies, however fishing, scuba diving and navigation are forbidden, and only tendering guests to the beach for drop off and pick up is allowed.

Cala Coticcio (41° 13'09.28" N, 9° 29'05.55" E), also known as 'Tahiti', is one of the most beautiful spots in the archipelago, and is found to the northeast of Caprera. It is surrounded by rugged rocks, and has white sand and crystal clear blue water. If you want privacy go early in the

morning to enjoy this little paradise, which is sheltered from the westerly wind. Drop off and pick up only are allowed – there is no fishing, scuba diving or navigation.

South of Spargi island is **Cala Corsara** (41° 13'47.33 N, 9° 20'35.71" E), sheltered from the westerly winds and offering white sand beaches and inviting, clear water. Of particular note are the huge boulders, fashioned by the wind, including one known as the 'head of the witch'.

Porto Della Madonna (41° 17'13.43" N, 9° 21'52.62" E) is a miniature paradise nestling between three islands – Budelli, Razzoli and Santa Maria. Because it is one of the most spectacular in the park, entrance is only allowed to non-powered vessels.

For fine sand, blue water and a good lunch, head for the island of **Santa Maria** and the restaurant La Casitta. Originally a shepherd's home, this oasis of rustic calm offers seafood and suckling pig among its specialities. Dining is on a terrace overlooking gardens where produce is grown for the restaurant. Booking is essential. Another lovely lunch spot is La Gritta at **Palau**, opposite the island of La Maddalena, where there are stunning sea views from the terrace. Seafood is a speciality.



Right: Sardinia offers a range of fine dining options with wonderful views. **Left:** Porto Cervo, which was developed by HH the Aga Khan, has a particularly sophisticated ambience, and eating out can be a highly glamorous occasion. **Above:** in contrast, those seeking rustic charm should visit the San Pantaleo, a picturesque village with vineyards nearby



You can't come to Sardinia without at least popping into the next stop along the coast – **Porto Cervo**. Developed by HH the Aga Khan, it is the hub of Sardinia and the place to be seen, with designer boutiques on every corner and restaurants offering everything from the finest dining to delicious local cuisine. Nearby are seemingly endless islands, beaches, golf clubs, hotels and spas – and, of course, infamous nightspot Billionaire. Stop for lunch in the area's heart, at the restaurant Il Pescatore, on its terrace overlooking the sea.

If you go ashore on Thursday it's worth visiting the market at San Pantaleo, a picturesque village set against a stunning granite massif that overhangs it. The traditional one-storey houses and villas, built in the style of the Gallura area, are delightful. Visit the vineyards of Surrau or Capichera in Arzachena and on the way back enjoy an aperitif at the Caffè Nina in San Pantaleo's town square. Lunch or dinner can be taken at the Giagoni restaurant, which specialises in local lamb dishes.

If you want to try Sardinian specialities for dinner, make a reservation at La Sasima, a 100-year-old renovated farmhouse just over 10 miles out of Porto Cervo. The delicious traditional food includes spit-roasted

suckling pig, and is accompanied by local wines.

For chic dining visit Gianni Pedrinelli, a couple of miles from Porto Cervo. Don't be put off by the car park outside – inside it is a haven of elegant calm with superb, beautifully served Italian food. And look out for Madai, which opens in the centre of Porto Cervo this summer. Run by the ex-chef of the Bulgari Hotel in Milan, the cuisine is said to be traditional with a twist, and diners will enjoy a view over the old port.

Porto Cervo is the perfect location for sailing events, and important regattas take place all year, beginning in June with the Loro Piana Superyacht Regatta, hosted by the Yacht Club Costa Smeralda. With a large number of the world's finest sailing superyachts doing battle on the water, it is a fabulous sight.

A hugely popular spot for a Sardinian sojourn is the Cala di Volpe, home of the exclusive Hotel Cala di Volpe. The bay can get crowded during the peak weeks of summer, but at other times of the year it offers a haven of relative tranquillity. 'Cala di Volpe is a place we like to go to out of season,' says Gosling. 'We had the most wonderful time because all the waiters were fresh, the service was great and there was just us



'Cala Gonone is usually utterly devoid of yachts. It is simply deserted and such a spectacular coast – one can cruise very close to it, with the mountains towering above'



Far left and below: history buffs will enjoy the island's ancient capital town Cagliari, as well as the mosaics and other relics in Santa Margherita di Pula. Opposite: nearby is Cala Domestica, with its dramatic cliffs. Above: Excellent traditional or modern cuisine is available throughout the island

and some Milanese. The buffet on the beach is a great place to lunch overlooking the bay.'

Of course, there is more to this stretch than the Hotel Cala di Volpe. 'Our favourite lunch buffet is at the Romazzino, where they serve local food with influences (that range) from Phoenician to Spanish.'

The next stops are the islands Tavolara and Molara, an area of outstanding beauty and designated a national marine park. There is a good anchorage at Cala Spalmatore on sand, and a must-do is to dive and snorkel off Molara. Da Tonino, is a good, simple restaurant right on the beach that serves seafood and has fabulous views.

Leander's travels also take her away from more obvious hotspots. 'We try and get to **Cala Gonone**, at the eastern midpoint on the coast of Sardinia, as often as possible,' says *Leander's* captain Jules Cope, 'as it is usually utterly devoid of yachts. It is simply deserted and such a spectacular coast – one can cruise very close to it, with the mountains towering above.' The small harbour, with its archetypal Sardinian village, can be visited by tender, or you can enjoy its stunning beaches:





Cala Luna, Girgolu, and Goloritze.

The caves at Grotta del Bue Marino and Grotte di Ispinigoli are worth seeing by tender, as they have some of the tallest stalagmites in Europe. 'For guests that want to explore you can take a 4x4 tour to the Lanaitto Valley including the Grotta Corbeddu, visit the home of a shepherd in a traditional Pinnetos hut, trek in Tiscali – an ancient village hidden in a grotto – and visit Su Gorroppu, a deep canyon,' Cope continues. 'Dinner at the Su Gologone restaurant is an experience and can include tapas in the traditional wine cellar and cheese, olive oil and wine tasting in the winery. Dining is either in front of a fireplace where specialities are cooked on huge spits, or on the charming terrace which is enclosed by cascades of flowers – a place that always pleases our guests.'

Deep in the south of the island is its capital **Cagliari**, an ancient city with a long history spanning several civilisations. Take time to look at the art nouveau architecture and monuments in the old town, known as Castello. Good spots for lunch include Ristorante Semplicemente in the centre, Ristorante San Remy in the old centre and, if you prefer a beach

view, Ristorante La Paillote.

Next stop is **Pula**. Its pearl of the Mediterranean, the village of Santa Margherita di Pula, is well worth a visit, as is the Cala Domestica, one of the most unusual and picturesque places in Sardinia, where the sheer cliffs create a dramatic spectacle.

For those who want to relax completely, treatments at the Thaermæ del Forte spa and wellness centre in the resort's garden are a must. A round at the Molas Golf Club also comes highly recommended.

For the final night, why not enjoy a completely different dining experience in a converted lighthouse? The lighthouse of Capo-Spartivento, built in 1856, is still in operation today, warning mariners of the dangerous rocks below; guests are served candlelit meals on a raised open terrace.

Gosling offers one last piece of advice. 'We rent a car and we go inland to sightsee,' he says, 'but the best thing is not to have a strict itinerary. The joy of yachting is that we can do what we want, when we want...'

FACT FILE Sardinia

CONTACTS

CAGLIARI-ELMAS AIRPORT

web: sogaer.it/en

LEANDER

For more information on *Leander* go to myleander.co.uk

CHARTER DETAILS

Leander is available for charter in Sardinia through Peter Insull's Yacht Marketing.
tel: +33 4 93 34 22 42
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To find out more about cruising in Sardinia, our website, boatinternational.com, has lots of information, including a charter guide, itineraries, specific destinations and activities. Click on Destinations to start



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TIME ZONE

GMT+1

LANGUAGES

Italian and Sardinian.

CURRENCY

Euro.

AREA/COASTLINE

14,968 square miles/ 1,148 miles.



GETTING THERE

Sardinia has three main airports: Cagliari-Elmas (the largest), Olbia-Costa Smeralda and Alghero-Fertilia (very small). All receive both charter and commercial flights. Apart from the capital Cagliari in the south, the other major port of entry is Olbia on the east coast, a few miles south of Porto Cervo.

CLIMATE

Sardinia typically enjoys weather similar to the rest of the Mediterranean, although strong north westerly winds called *mistrals* (*maestrale*) will affect the general temperatures and conditions. These can happen at any time of year. Temperatures can range from an average of 12°Celsius in January to in excess of 30°Celsius in July and August. Most rainfall occurs between October and February when up to 60mm falls each month. July is the

driest month with only 3mm of average rainfall.

ENTRY REQUIREMENTS

Visitors must have a valid passport. US and EU citizens do not need visas, but other nationals should check if they need one with their local Italian embassy.

LOCAL POLITICS

For the yachtsman at whatever level, power or sail, Sardinia is a cruising paradise, with crystal clear waters and quiet anchorages. On the other hand, for far too long, the visiting yachtsman has been seen and treated as an easy 'cash cow' and, over the past four years there has been much infighting against excessive governmental taxation, both local and national, imposed upon yachting. However, thanks to intensive lobbying by the industry at all levels, the situation has stabilised.



42' 48' 57' 60' 65' 70' 75' 84' 85'



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EDITOR'S CHOICE



EDITOR'S CHOICE

Pegaso: the chance to explore in ultimate luxury

A privately owned, true expedition and research vessel, the 73.6 metre *Pegaso* (see feature last issue) was built to Lloyd's commercial research vessel standards by the Freire Shipyard in Vigo, Spain. A new addition to the list of the world's largest yachts, she was built for worldwide cruising and exploration, with a 10,000 nautical mile range at 14 knots, a five-person submarine, a commercially certified helipad and a sumptuous interior that belies her research capabilities.

Designed by H2 Yacht Design and Moore Yacht Design with an interior by Mark Berryman, *Pegaso* offers luxurious accommodation across four decks, including five guest suites and a 'penthouse' owner's deck with panoramic views, office and private terraces forward and aft. The helideck, rated for an EC130, doubles as an expansive sundeck with spa pool and gym, and observation lounge forward. The main saloon features woven leather flooring, a dining area and bar and a large saloon, which converts into a cinema with a 120-inch screen.

Pegaso offers guests the opportunity

to explore the world's oceans and have a hands-on approach to marine conservation while maintaining the luxury of a crewed charter. She carries extensive exploration and watersports equipment, and two large tenders including a Goldfish sportsboat. Forward of the tender bay on the main deck is a fully equipped science laboratory with wet lab and a film production centre.

Pegaso will conduct expeditions in the Mediterranean this summer, and the Caribbean in the winter season.



PEGASO

LOA: 73.6m

BUILDER/YEAR:
Freire Shipyard/2011

GUESTS/CREW: 12/22

LOCATION: Med
summer, Caribbean
winter

COST: On enquiry

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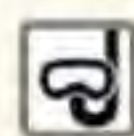
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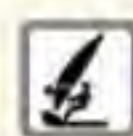
spa pool



sailing



snorkelling



wind surf

water ski/
wakeboard

inflatable

Dream (ex-Excellence III)

Designed by Donald Starkey, *Dream* offers a generous 10.6m beam and accommodates 12 guests.



LOA: 57.3m
BUILDER/YEAR: Abeking & Rasmussen/2001
GUESTS/CREW: 12/13
COST: From €340,000 per week, plus expenses
LOCATION: Med



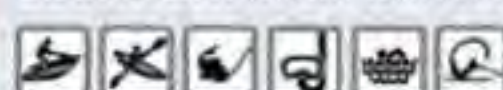
CONTACT
Northrop & Johnson
Shawn Z Laird
tel: +954 522 3344
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Seafaris

Based in the Great Barrier Reef, Australia, *Seafaris* offers many amenities, a cinema and accommodation for 10.



LOA: 41m
BUILDER/YEAR: Forgacs Shipyard/2006
GUESTS/CREW: 10/8
COST: \$129,000 Reef/ \$145,000 Whitsundays all inclusive
LOCATION: Great Barrier Reef or Whitsunday Islands



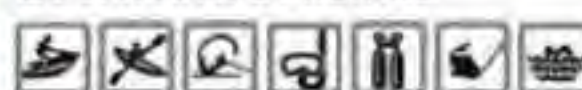
CONTACT
Seafaris Australia
tel: +61 7 4060 3409
email: robyngrundy@bigpond.com.au
web: seafarisaustralia.com.au

Lady Leila

Lady Leila offers a voluminous interior with classic styling throughout, and features two master suites.



LOA: 40.2m
BUILDER/YEAR: Horizon Yachts/2008
GUESTS/CREW: 10/7
COST: \$119,000 per week, plus expenses
LOCATION: Bahamas



CONTACT
Burgess
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web: burgessyachts.com

M Ocean

M Ocean emphasises natural light and open living. Innovative in design, she still provides the utmost in luxury.



LOA: 35m
BUILDER/YEAR: Arcadia Yachts/2012
GUESTS/CREW: 12/7
COST: €98,000 per week, plus expenses
LOCATION: Med



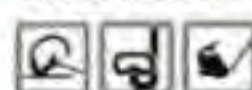
CONTACT
Ocean Drive
Renaud Canivet
tel: +33 4 93 63 16 71
email: renaud@oceandrive.fr
web: oceandrive.fr

Farewell

MCA compliant, *Farewell's* comfortable interior sleeps eight guests in a master, VIP and two twin cabins.



LOA: 30.2m
BUILDER/YEAR: Southern Wind/2006
GUESTS/CREW: 8/4
COST: €49,000/€45,000 per week, plus expenses
LOCATION: Med



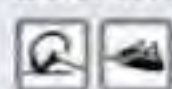
CONTACT
Nauta Yachts
Luca Pedol
Tel: +39 02 481 4317
email: charter@nautayachts.com
web: nautayachts.com

Zion

Perfect for cruising Florida and the Bahamas, *Zion* accommodates six guests in three cabins.



LOA: 22.8m
BUILDER/YEAR: Lazzara/2007
GUESTS/CREW: 6/2
COST: \$19,500 per week, plus expenses
LOCATION: Florida/Bahamas



CONTACT
Merle Wood & Associates
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ULYSSES

This striking boat boasts the latest technology, has a wide selection of toys and is an RYA training school.



LOA: 56m
BUILDER/YEAR: Benetti/2011
GUESTS/CREW: 12/12
COST: €294,000/€322,000 per week, plus expenses
LOCATION: West Med



CONTACT
Fraser Yachts
Bertrand Mattei
tel: +336 07 93 28 97
email: bertrand.mattei@fraseryachts.com
web: fraseryachts.com

My Space

My Space accommodates 10 guests in three double and two twin cabins. She received an upgrade in 2009 and again in 2011.

LOA: 34m
BUILDER/YEAR: Baglietto/2002
REFIT: 2011 GUESTS/CREW: 10/6
COST: €75,000/€68,000 per week, plus expenses
LOCATION: West Med



CONTACT
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Yacht Zoo
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SALE & PURCHASE NEW CONSTRUCTION CHARTER MANAGEMENT



EDMISTON



Boat of the Month

Elegant Heesen *Satori* for sale, **p162**



New to market

The latest signings, **p164**



Yacht sales

A round-up of vessels sold this month, **p166**



Price updates

The latest price movements, **p168**



Marketplace

Our selection of yachts seriously for sale, **p170**

MARKET ANALYSIS

Rise of the giants

With a particularly healthy new-build figure, yachts in the 100 metre-plus bracket are proving popular. Superyacht experts explain why

The top end of the building industry appears to be blooming, with 13 superyachts of 100 metres or more under construction at time of press – an extremely healthy number in this rarified sector. To put the figure into context, when *Boat International's* Top 100 list was published in February, there were 25 privately owned yachts of 100 metres or more in existence.

The grandest of the large vessels currently in-build is the hush-hush 180 metre Lürssen project Azzam, meaning that barring other contenders it will replace 162.5 metre *Eclipse* as the world's largest privately owned yacht. The big-build list also includes Dubois Naval Architects' 100 metre, which will be the world's largest sloop and bear a 125 metre mast, and Feadship's 101.5 metre motor yacht, which will be the largest boat the yard has ever produced.

'We see a growing market in the bracket of superyachts of 100 metres-plus, indicated by the increasing numbers of very wealthy people around the world,' says Dr Herbert Aly, CEO of Blohm & Voss shipyard, which specialises in large superyachts. 'This is reflected by the quantity and the quality of inquiries our shipyards get from the market.'

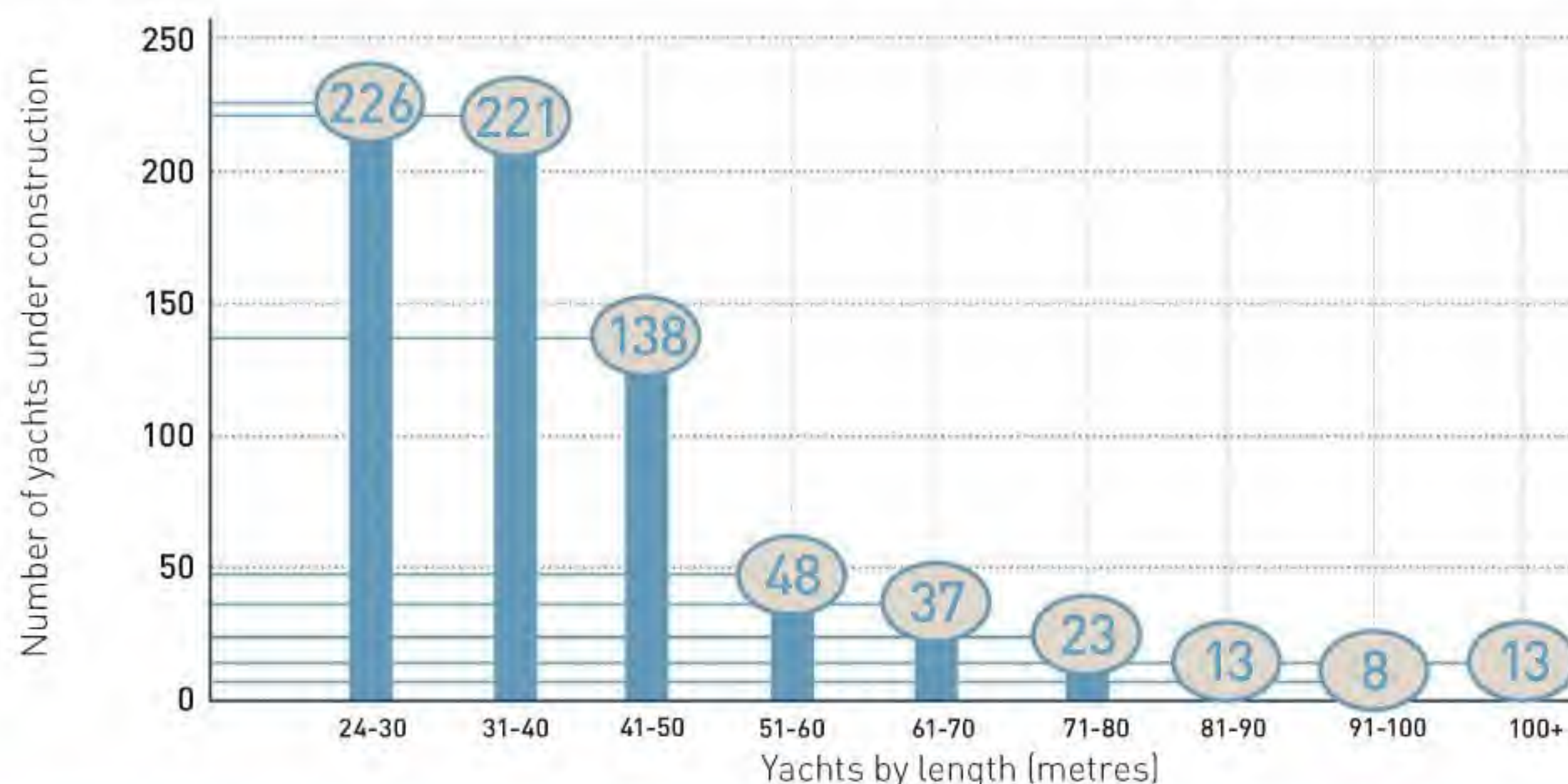
Jonathan Beckett, chief executive of Burgess, a brokerage specialising in large superyachts, has had a similar experience. 'There is a distinct appetite for yachts in this size sector from clients whose wealth has increased vastly over the last few years and superyachts seem to be high on their agenda at this juncture in time,' says Beckett. 'The interest is coming predominantly, but not exclusively, from Russia and the Middle East.'

Another contributory factor may be the spirit of friendly competition that pervades this particular sector. 'There isn't exactly a contest to own a larger yacht than your peers, but the tendency towards this attitude is more marked at this end of the market,' says Beckett.

In any case, the willingness to spend is quite a contrast to the mood around the largest superyachts just three years ago. 'I don't think clients for this size bracket ever left the market, but there was a nervousness about spending money. If you were worth \$20 billion and you're now worth \$15 billion it's still pretty frightening. Or even if you had retained your net worth, it was probably not the right thing to be seen to be commissioning a

INSIGHT

Number of yachts currently under construction by length



large yacht in 2009. The shipyards were very worried in 2009. There has been a renewed appetite to spend money again.'

But while the current build figure is unusually large, clients in the 100 metre-plus bracket have historically been more inclined towards new construction than buying existing yachts, certainly in comparison to other sectors of the superyacht market.

'It's true (these clients are more likely to build than buy),' says Beckett. 'But if you look on the brokerage market to see how many yachts over 100 metres are for sale, there's virtually no supply. If there was a well-built boat, built in the last eight years or so, with modern facilities and if it was properly priced, it would sell. Nothing is selling at inflated prices at the moment, whether it's a Benetti classic or a 120 metre superyacht.'

'It's immensely practical in one sense, because it's a floating village that you can take loads of people on'

The 13 yachts in build could also signal that the size of yacht owners' desire is still growing – and extra metres mean more work for the superyacht industry: more materials, engineering, labour, staff and crew. The length of the world's largest yachts has increased dramatically over the last two decades. When the Top 100 list was first put together in 1990, the smallest boat to make the list was the 44.83 metre *Paraiso*. This year the most

diminutive entries were *Laurel* and *Siren*, both 73.15 metres.

'There is a natural limit, I think we're reaching the top end,' says Beckett. 'Will there ever be a superyacht that is 300 metres? I seriously doubt it. Will we see one that is 200 metres? I think so. You have to understand that the difference between the volume of a boat of 200 metres and one of 300 metres is dramatic, so I think there is a threshold.'

Designer Tony Dixon, of British interior and exterior design studio Redman Whiteley Dixon, has worked on several large yachts and was responsible for the interior of 155 metre *Al Saïd*, currently the world's third-largest private yacht, and has

recently completed the exterior of the UK's largest superyacht, 96 metre *Vava II*. He believes that increasing size for the sake of it does not necessarily improve lifestyle on board. 'Many owners tend not to opt for so many cabins because they don't want that many people on board,' he says. 'You can also lose the personal aspect and the intimacy – for example, you're going to have a large crew, so you're not going to find familiar faces all the time. You're also limited as to where you can go.'

A 100 metre yacht can be a practical option, however, for owners with large families or entourages. 'If it is a royal yacht, for example, and there are lots of bedrooms and conference areas and entertaining areas, it makes sense,' says Dixon.

Beckett's company has placed five new construction projects of over 110 metres in the past few years – two have been delivered and three more are in-build. 'It's immensely practical in one sense, because it's a floating village that you can take loads of people on, but you can't get in close to the beach and you can't bring it into port, so that's only going to suit a certain number of people. When you get up to that size range it is a finite market.'

This reason, before money worries or shyness about spending, will always keep the numbers in this size bracket modest. 'I don't think the popularity is going to increase particularly,' says Dixon. 'But there will always be some yachts over 100 metres, because there will always be the super rich who want to be seen and there will always be royal superyachts.'

But these huge canvasses are also important for the industry in general. Their huge spaces require a new approach, forcing designers to think outside the box and nourishing yacht design as a whole, because they carry their new ideas and experience down to smaller projects. 'If you can put elements of the larger yachts in a smaller yacht, for instance, you might start thinking about one part of the boat with high ceilings, or you might try developing intricacies within the staircases,' says Dixon. Just imagine the design possibilities of a 200 metre of the future. 🏠

BOAT OF THE MONTH



JEFF BROWN, SUPERYACHT MEDIA

CONTACT

Fraser Yachts

Antoine Larricq/Neal Esterly tel: +33 678 63 61 72/ +1 619 823 9034

email: antoine.larricq@fraseryachts.com/neal.esterly@fraseryachts.com/ web: fraseryachts.com

Satori

Sporty yet elegant 50 metre Heesen for sale

Antoine Larricq at **Fraser Yachts** and Neal Esterly have listed the iconic new 49.8 metre motor yacht *Satori* for sale. Delivered in 2011, and a winner at the 2012 World Superyacht Awards as well as the 2012 Showboats Design Awards, *Satori* is part of the Heesen family with sporty lines that combine the exuberance of the 37 metre series with the decorum of a larger yacht. Frank Laupman of Omega Architects has combined these good looks with a range of spacious deck areas. In principle, the layout of the interior by Rémi Tessier is conventional, with saloons at the aft of the main and bridge decks, and the master cabin set forward of a lobby and galley that occupy the centre of the main deck. On the lower deck is a stern garage that connects to the engine room, four guest cabins and crew quarters in the bow. The four guest cabins – two large full-beam VIP cabins and two smaller twins of equal luxury – open off a lower deck lobby, lit with a luminous slab of backlit onyx.

For the latest news go to www.boatinternational.com/news

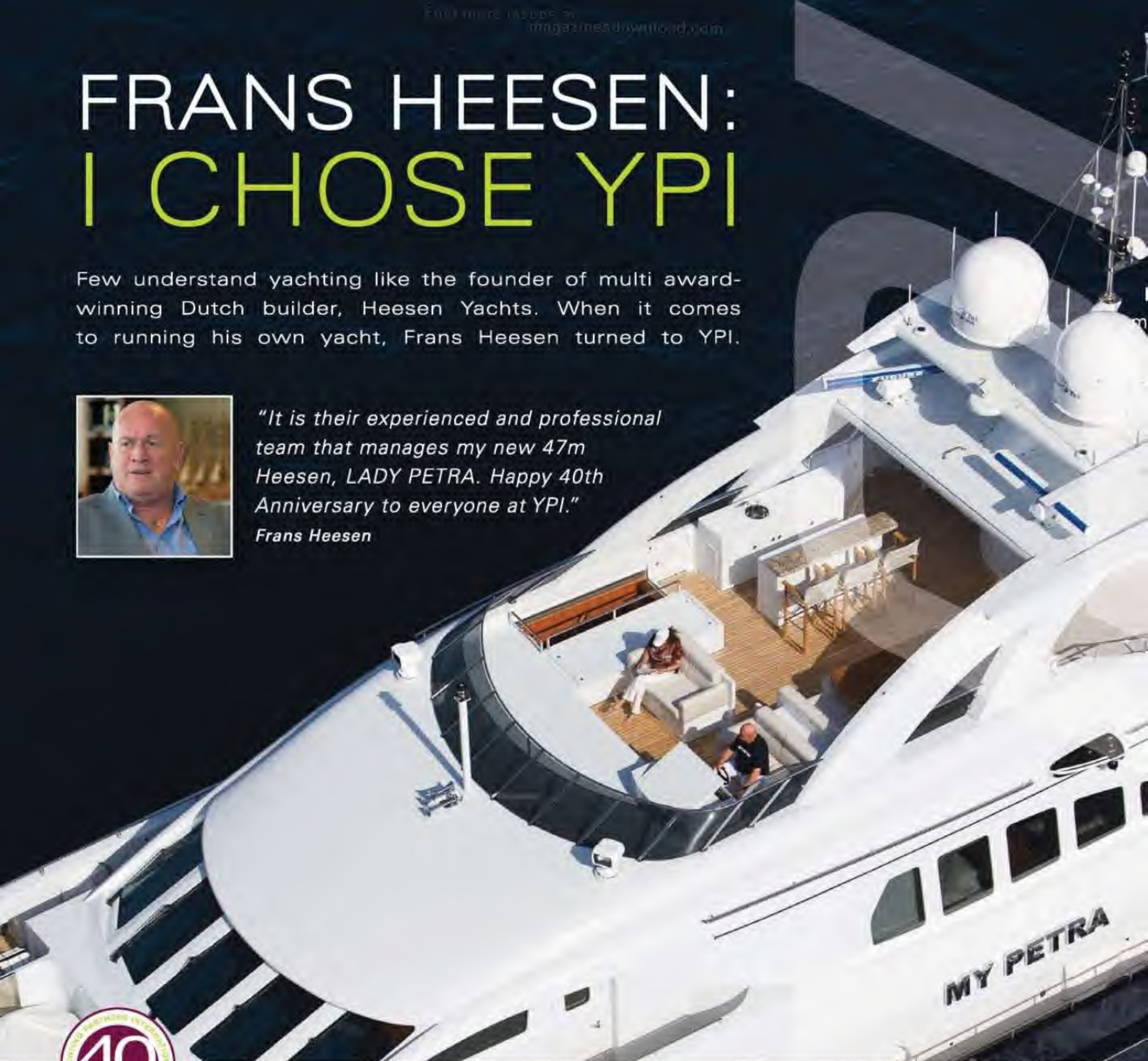
FRANS HEESEN: I CHOSE YPI

Few understand yachting like the founder of multi award-winning Dutch builder, Heesen Yachts. When it comes to running his own yacht, Frans Heesen turned to YPI.



"It is their experienced and professional team that manages my new 47m Heesen, LADY PETRA. Happy 40th Anniversary to everyone at YPI."

Frans Heesen



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NEW TO THE MARKET

MAY IN NUMBERS

30

Total new on the market

1930

Oldest (*Atlantide*)

90

metres
Largest (*Athena*)

157

Total in 2012 so far

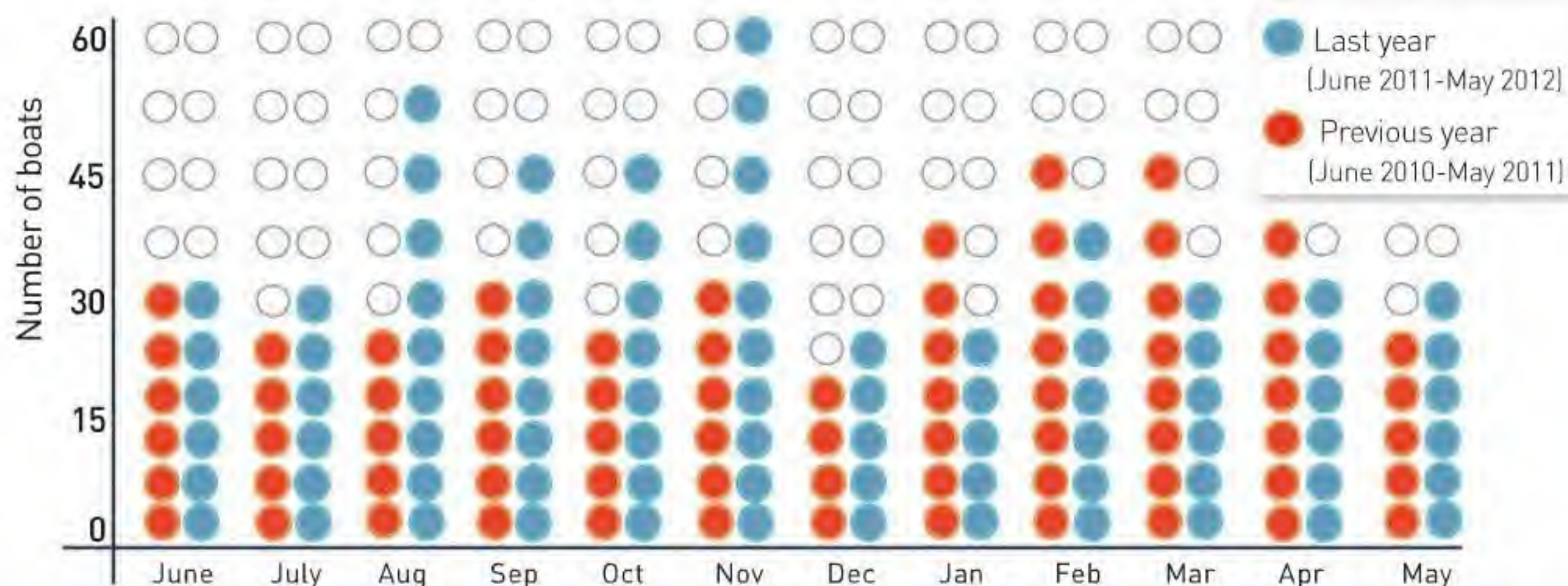
LISTINGS HIGHLIGHTS

For the complete listings go to www.boatinternational.com/stats

NAME	ASKING PRICE	YARD	TYPE	LOA (M)	BROKER
90m					
<i>Athena</i>	\$95m	Royal Huisman	S	90	Y.CO
61-70m					
<i>White Cloud</i>	\$23.9m	Feadship	M	67.3	Y.CO/Merle Wood
<i>Bacarella</i>	\$63.95m	Trinity	M	60	SuperYachtsMonaco
51-60m					
<i>Tiara</i>	€21.8m	Alloy Yachts	S	54.3	Camper & Nicholson's
<i>Malahne</i>	€550,000	Camper & Nicholson's	M	54	Burger Yacht Sales
<i>South</i>	€24.8m	Rossinavi	M	53.3	Fraser Yachts
<i>Marjorie Morningstar</i>	\$34.9m	Amels	M	51.67	Merle Wood
41-50m					
<i>Grace E</i>	\$19.5m	Codecasa	M	49.9	Fraser Yachts
<i>Slojo</i>	\$33m	Delta Marine	M	47.5	Fraser Yachts
<i>Hanuman</i>	\$18m	Royal Huisman	S	42.1	Y.CO
30-40m					
<i>Camelot</i>	\$1.79m	Royal Huisman	M	37.5	Bradford Marine
<i>Atlantide</i>	€5m	Philip & Sons	M	37	Freedom Marine

INSIGHT

New yachts on market by month (From June 2010 to May 2012)



Spotlight New to the market



Malahne

At 54 metres LOA, the classic motor yacht *Malahne* offers the lowest price/size ratio on the market, asking just €550,000 through John Todd at **Burger Yacht Sales**.



Athena

The fourth-largest sailing yacht in the world, the 90m *Athena* from Royal Huisman is the biggest to come on the market this month, asking \$95 million at **Y.CO**.



White Cloud

Feadship's 67.3m *White Cloud* is the largest motor yacht to be brought to market this month, asking \$23.9 million at **Y.CO** and **Merle Wood & Associates**.



Atlantide

Rescued from decrepitude by renowned yachtsman Tom Perkins and restored to her former condition as a classic gentleman's motor yacht, the 37m *Atlantide* is now for sale at **Freedom Marine** asking €5 million.



Tiara

The 54.3m sailing yacht *Tiara* is a prime example of the care and attention to detail by the team at Alloy Yachts and is now for sale at **Camper & Nicholson's** at €21.8 million.

For the latest updates go to www.boatinternational.com/stats

DIMMIDISI' Mangusta 80'

This Mangusta 80' is a magnificent motor yacht built in 2003 by Overmarine. Besides her sporty profile and 40 knots cruising speed, her generous spaces can comfortably accommodate up to 7 guests in 3 cabins. The technology, comfort and cruising performance make her unique in her range. 900 engine hours since new, always used as private vessel she is in perfect conditions and ready to cruise with her new enthusiast owner.

2003 - Overmarine - 78'/23.79mt - Accommodation for 7 in 3 cabins plus crew - 2 x 2000 Hp / Asking price € 1,000,000

bisadv.com



MARGHERITA CASTAGNOLA 33mt

Built in 2009 by Cantieri Navali Tigullio with steel hull and aluminium superstructure, brand new displacement motor yacht (only 130 engine hours), underway and zero-speed stabilizers, R.I.N.A Charter Class are only some of the key features which make MARGHERITA one of the best value-for-money yachts on the market.

2009 - Cantieri Navali Tigullio - 108'/33mt - Accommodation for 10 in 5 cabins plus crew - 2 X MAN 1100 Hp / Asking price € 5,800,000




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YACHT SALES OVER 24M

MAY IN NUMBERS

17

Number of sales

€232

million

Total asking price

1

Number of sailing yachts sold

60

metres

Largest yacht sold (FB 255)

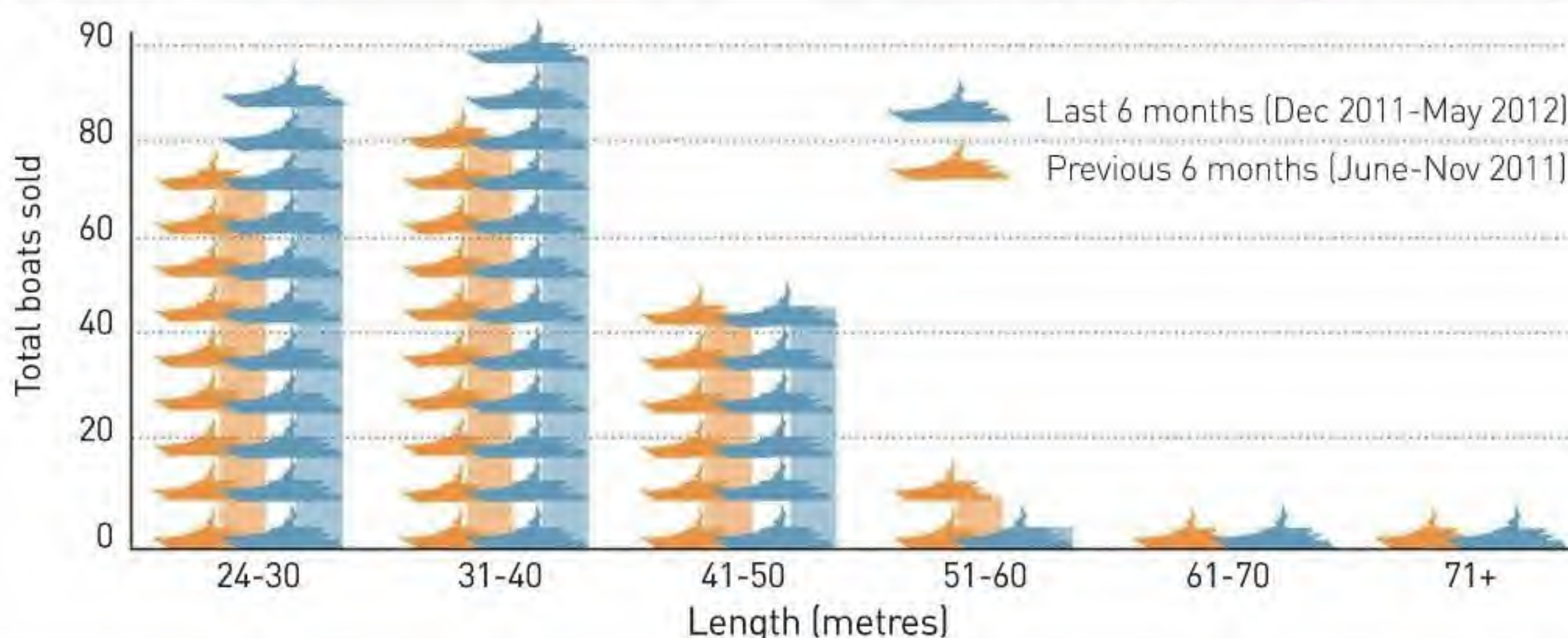
LISTINGS HIGHLIGHTS

For the complete listings go to www.boatinternational.com/stats

NAME	ASKING PRICE	YARD	TYPE	LOA (M)	BUYER'S BROKER	SELLER'S BROKER
51-60m						
FB255	€48m	Benetti	M	60	Fraser Yachts	N/A
Vicky	€35m	Baglietto	M	59.4	Ocean Independence	Ocean Independence
Elisabeth F	N/A	Feadship	M	53	Yachtzoo	N/A
41-50m						
Dakota	€11.4m	Codecasa	M	49.9	Fraser Yachts	Nauta Yachts
Project California	N/A	Heesen	M	46.7	Fraser Yachts	N/A
Vulcan 46	\$27m	Vicem Yachts	M	46.08	Fraser Yachts	Fraser Yachts
Project Monarch	€31.9m	Delta Marine	M	46	Marine Consulting	Delta Marine
Blink	€12.5m	Can. Di Pisa	M	41	Burgess	Burgess
31-40m						
Loretta Anne IV	\$17.9m	Alloy Yachts	M	39.93	Fraser Yachts	Fraser Yachts
Eleanor Allen	\$8m	Feadship	M	34.4	Edmiston	Ocean Independence
Marbella	\$2.395m	Monte Fino	M	33	Ardell	Allied Marine
20-30m						
Ameena	€5.25m	Jongert	S	29	Mynt Yachts	Ocean Independence
Zeewoelf	€950,000	De Vooruitgang	M	25.4	Sea Independence	Sea Independence
Song Saigon	€1.29m	Custom	M	24.05	Bernard Gallay	Bernard Gallay

INSIGHT

Sales by length year-on-year (last 12 months)



Spotlight Sales over 24m



FB 255
The largest sale recorded was the new-build FB 255 at Benetti, sold by **Fraser Yachts** to an Asian client asking €48 million.



Loretta Anne IV
Fraser Yachts got its timing right as it sold the 39.93m motor yacht *Loretta Anne IV* just as her successor was delivered from **Alloy Yachts**. She was asking \$17.9 million.



Ameena
The only sailing yacht sold was Jongert's 29m *Ameena*, asking €5.25 million, with **Mynt Yachts** acting for the buyer and Ocean Independence representing the seller.



Dakota
On the market for some time now, Codecasa's 49.9m motor yacht *Dakota* was finally sold. **Fraser Yachts** found the buyer for this central listing at Nauta Yachts, asking €11.4 million.



Vulcan 46
Just before her launch at Vicem Yachts, Antoine Larricq at **Fraser Yachts** sold the 46m *Vulcan 46*, asking \$27 million.

For the latest updates go to www.boatinternational.com/stats



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PRICE UPDATES

MAY IN NUMBERS

85

Total number of price reductions

€83 million

Total value of price reductions

12

per cent

Average price reduction

€8 million

Largest reduction
[Quinta Essentia]

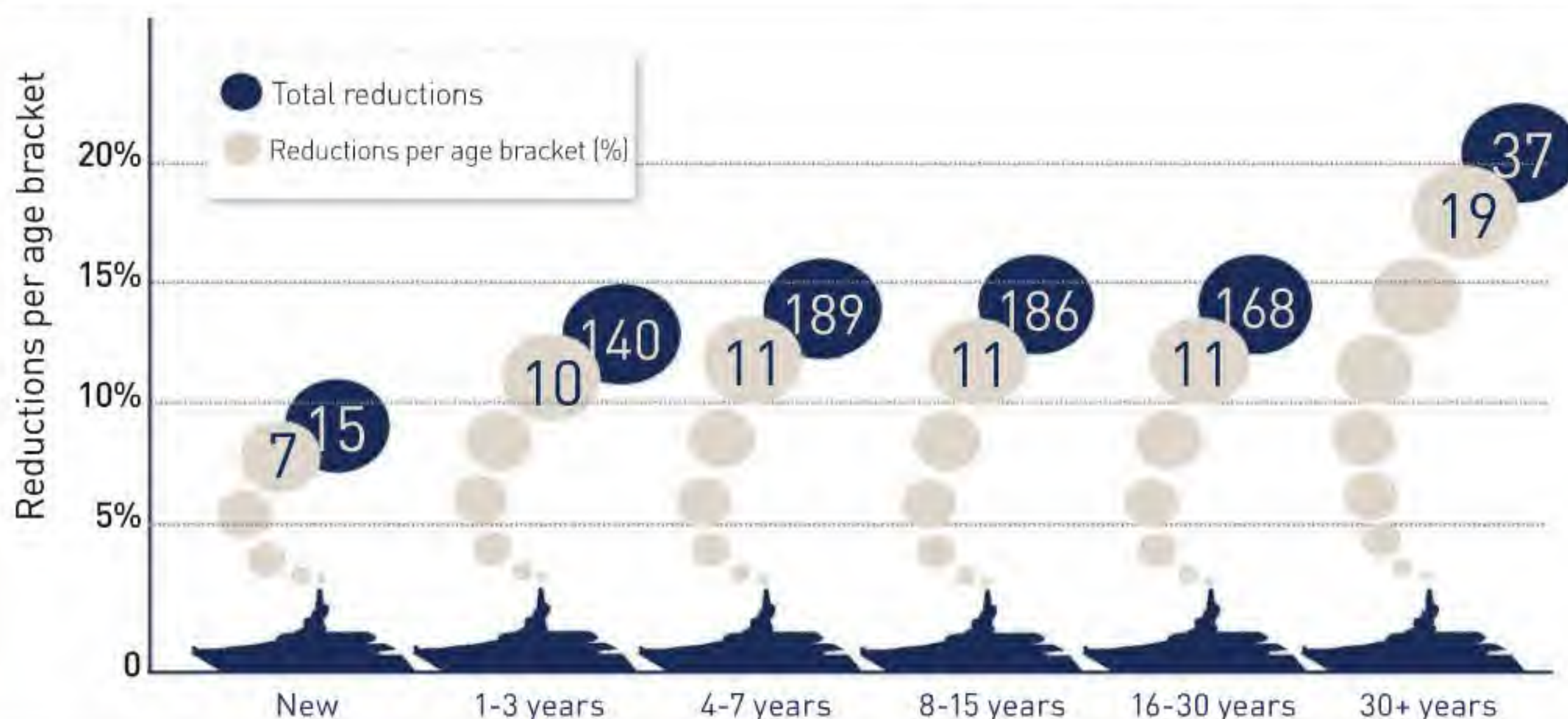
LISTINGS HIGHLIGHTS

For the complete listings go to www.boatinternational.com/stats

NAME	LOA (M)	REDUCTION	NEW PRICE	YARD	TYPE	BROKER
90m+						
Nero	90.1	€7.6m	€59.9m	Corsair	M	Burgess/Merle Wood
61-70m						
Reverie	70	\$10m	\$55m	Benetti	M	Ocean Independence
Van Triumph	64.6	\$3.5m	\$7.5m	Supercraft	M	Northrop & Johnson
April Fool	60	\$10m	\$59.95m	Feadship	M	Burgess/Merle Wood
51-60m						
Carpe Diem	58.22	\$6m	\$62m	Trinity	M	International Yacht Collection
Quinta Essentia	55	€8m	€67m	Heesen	M	Nakhimov
40-50m						
Mia Elise	49.9	\$2.05m	\$29.45m	Trinity	M	International Yacht Collection
Destination Fox Harb'r Too	49	\$3.05m	\$19.95	Trinity	M	Northrop & Johnson
Kingfisher	43.3	\$2m	\$7.75m	Feadship	M	Burgess/N&J
Atlantica	41.5	\$1m	\$10.9m	Christensen	M	RJC Yachts
Ouranos Too	41	€1m	€5.5m	Codecasa	M	Cape4/Fraser Yachts

INSIGHT

Total number of price reductions (last 12 months)



Spotlight Price updates



Quinta Essentia

REDUCED BY €8m
NOW €67m

Heesen's 55m motor yacht *Quinta Essentia* had the largest price reduction, coming down by €8 million to €67 million at **Nakhimov Yachts**.



Paolyre

REDUCED BY €500,000
NOW €4.4m

Since coming onto the market in 2009 the 32.7m *Paolyre* has had several price reductions at **Ocean Independence**. The latest, of €500,000 to €4.4 million, sees an overall drop of 44 per cent.



Reverie

REDUCED BY \$10m
NOW \$55m

The latest \$10 million price drop on Benetti's 70m motor yacht *Reverie* at **Ocean Independence** means her price has come down by \$20 million since she came on the market early in 2011.



Nero

REDUCED BY €7.6m
NOW €59.9m

One of the largest motor yachts currently on the market, the 90.1m *Nero* was reduced by €7.6 million to €59.9 million at **Burgess and Merle Wood & Associates**.



Kingfisher

REDUCED BY \$2m
NOW \$7.75m

Feadship's 43.3m motor yacht *Kingfisher* had two price reductions of \$1 million each in the month to bring her down to \$7.75 million at **Burgess and Northrop & Johnson**.

For the latest updates go to www.boatinternational.com/stats

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MARKETPLACE

FOCUS ON DUBOIS DESIGNED YACHTS

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Ed Dubois designed winning race yachts before moving into the superyacht market; the one thing all his vessels have in common is their good looks

When he started out in the early 1970s all Ed Dubois wanted to do was design yachts that would win races. 'The goals were boats that would win the Admiral's Cup and the Ton Cups. I wanted to tread in the footsteps of German Frers, Ron Holland and Bruce Farr.' He achieved one of his goals with his first design, *Borsalino Trois*, which won the 1976 Three-Quarter Ton Cup. He caught the wave of racing yacht design, launching a racing career and Dubois Naval Architects, and put his name to a string of custom designed, high-performance racing yachts, which would win the Fastnet Race, Sydney to Hobart, the Admiral's Cup and other world championships. Commissions for production boats followed, but in 1985 Dubois started working with an owner who wanted something 'different'. This would turn into Dubois' first superyacht, *Aquel II*. 'I realised people were interested in the look of the boat – it had to be seaworthy, but whether it went 14 or 15.5 knots didn't matter. It had to knock your socks off when you looked at it.'



\$35.5 million

Turquoise

55.4M | 2011

Turquoise was launched in 2011 by Proteksan Turquoise shipyard in Istanbul. She boasts a top speed of 17 knots and a cruising speed of 12-14 knots, has six cabins for 12 guests, with the owner and VIP suites on the main deck. At 12 knots *Turquoise* offers a worldwide cruising range in excess of 5,000 nautical miles. Broker: **Fraser Yachts**



€10.9 million

Silver Dream

43.8M | 2001

Built by Warren Yachts in Australia, *Silver Dream's* beautifully crafted interior is by Sam Sorgiovanni. Accommodating up to 12 guests; her full-width master suite features a study, lounge, dressing room and his-and-hers bath and shower rooms. There are four guest cabins on the lower deck, another on the upper deck. Brokers: **Burgess and Edmiston**



€6.8 million

Alcanara

29.14M | 2009

The fast cruising sloop *Alcanara* was built for an Australian client by Steve Ward in Perth, Western Australia. The owner wanted a thoroughly seaworthy, elegant and fast cruising yacht at just under the 30m mark, with a superstructure that had a contemporary look. Brokers: **Dubois Yachts and Burgess**



€7.55 million

Tenaz

40M | 1996

Winner of the Voyagers' Award at the 2010 World Superyacht Awards, *Tenaz* has a superb reputation for her performance under sail, regularly achieving 17 knots. Three guest cabins, two with Pullman berths, and a well-appointed owner's suite provide flexible accommodation. Broker: **Dubois Yachts and Northrop & Johnson**

Spotlight Seriously for sale



Acadia

\$3,500,000

In August 2009 *Acadia* was reduced from \$8,542,000 to €5.9 million and now, after a series of reductions, she is down to \$3.5 million, a massive 59 per cent discount to the original price. She is listed by **International Yacht Collection**.



Awol Again

€900,000

Reduced by 49 per cent since 2009, *Awol Again* combines traditional style with state of the art equipment. She has been meticulously maintained and accommodates eight guests in four cabins. The broker is **Ocean Independence**.



Callista

€5,500,000

Callista had a major refit during winter 2011. A spacious interior layout and fine craftsmanship ensures first-class entertainment with luxurious accommodation for 10 guests. The broker is **K&K Superyachts**.



Once Around

\$2,400,000

Once Around was built by Sunseeker in 2003 and underwent an extensive refit in 2009. She has had her original owner since delivery and been extremely well kept, with many updates made in 2009. She is listed for sale by **Fraser Yachts**.



Far Niente

\$4,80,000

The 35.36m *Far Niente* is considered the finest Hatteras ever to leave the factory. Launched in 1997, she has never been chartered and completed a major refit in 2011. The broker is **Camper & Nicholson's International**.

For the latest updates go to www.boatinternational.com/yacht-sales

YACHT MANAGEMENT
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ARKLEY
430 000 EUR

LENGTH 60m
SHIPYARD Lürssen
YEAR 2009
SPEED 16 knots
CABINS 6
GUESTS 12
CREW 15

Central agent



BEL ABRI
275 000 EUR

LENGTH 52m
SHIPYARD Amels
YEAR 2010
SPEED 15 knots
CABINS 5
GUESTS 11
CREW 13

Central agent



RÊVE D'OR
180 000 EUR

LENGTH 46m
SHIPYARD San Lorenzo
YEAR 2011
SPEED 17 knots
CABINS 6
GUESTS 12
CREW 9

Central agent



MANIFIQ
145 000 EUR

LENGTH 41m
SHIPYARD Mondo Marine
YEAR 2010
SPEED 17 knots
CABINS 5
GUESTS 11
CREW 7

Central agent



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ABILITY, Mangusta 130, 2004

Asking: EUR 9,950,000 Charter from: EUR 84,000 per week
9 guests | South of France

Central Agents for
Sale and Charter



Recent Price Reduction

STILVI III, Benetti Classic 115, 2004

Asking: EUR 5,500,000
11 guests | Greece

Central Agents for Sale



Recent Price Reduction

BENITA BLUE, Evolution 110, 2005/7

Asking: GBP 2,995,000 Charter from: EUR 65,000 per week
10 Guests | West Mediterranean

Central Agents for
Sale and Charter



NASTYA, Maiora 31DP, 2007

Asking: EUR 4,500,000
12 Guests | South of France

Central Agents for Sale



Actively Seeking Part-exchange

POWDERMONKEY, Falcon 100, 2004

Asking: EUR 2,350,000 Charter from: EUR 45,000 per week
10 Guests | South of France

Central Agents for
Sale and Charter



New to the Market

SOLONA, San Lorenzo 100, 2002

Asking: EUR 2,750,000 Charter from: EUR 45,000 per week
9 guests | South of France

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63,7m/209'5, Royal Denship Expedition, 2006, Price on Application

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IMAGINATION 47m/154'2, Benetti, 2010, Asking price: €22,000,000 VAT paid
JEREMY COMFORT ☎ +33 (0)4 92 912 912 ✉ jcomport@camperandnicholsons.com



ICON 62.5m/203'4, Icon Yachts, 2010, Asking price: €49,500,000 - Available for Charter
JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912
✉ jmrecamier@camperandnicholsons.com



BARAKA 58m/190'3, Proteksan Turquoise, 2010, Asking price: US\$ 48,000,000
CHARLES EHRARDT ☎ +33 (0)4 92 912 915 ✉ cehrardt@camperandnicholsons.com



CLEOPATRA 56.7m/186'1, Amels, 1985/2009, Asking price: €13,000,000
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✉ jmrecamier@camperandnicholsons.com



LA ESPERANZA 50m/164', Amels, 1999/2010, Asking price: US\$ 24,900,000 - Available for Charter
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KISSES 53.3m/175', Feodship, 2000, Price on Application*
RICK MORALES ☎ +1 305 604 9191
✉ rmorales@camperandnicholsons.com



QM OF LONDON 49.9m/163'8", Benetti, 1998, Asking price: €9,900,000
MICHAEL PAYNE ☎ +377 97 97 77 00
✉ mpayne@camperandnicholsons.com



PRINCESS TOO 47.5m/156', Feodship, 1999, Asking price: €19,500,000 VAT paid
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GASTON LEES-BUCKLEY ☎ +33 (0)4 92 912 912
✉ gleesbuckley@camperandnicholsons.com



SMILE 44.2m/145', Benetti Vision BV07, 2006, Asking price: €9,900,000 VAT paid
GASTON LEES-BUCKLEY ☎ +33 (0)4 92 912 912
✉ gleesbuckley@camperandnicholsons.com



IL CIGNO 41.6m/136'7", Nicolin, 1985/2010, Asking price: US\$ 4,950,000 - Available for Charter
SIMON GOLDSWORTHY ☎ +44 (0)20 7009 1950
✉ sgoldsworthy@camperandnicholsons.com



FAMILY DAY 41m/134'6", Codecasa, 2007, Asking price: €9,975,000
RICHARD HIGGINS ☎ +33 (0)4 92 912 912 ✉ rhiggins@camperandnicholsons.com
TIM LANGMEAD ☎ +44 (0)20 7009 1950 ✉ tlangmead@camperandnicholsons.com



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WHY WORRY 39.6m/129'11, Malora, 2008, Asking price: €8,500,000
ARNE PLOCH ☎ +34 971 40 33 11 ✉ aploch@camperandnicholsons.com



ARIELA 39.6m/129'11, CRN, 2004, Asking price: €7,900,000
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LADY BEJOMR 39.6m/129'11, CRN, 2009, Asking price: €9,995,000
JEREMY COMPORT ☎ +33 (0)4 92 912 912 ✉ jcomport@camperandnicholsons.com



CENTUM 39.6m/129'11, Astilleros M.Cles, 2006, Asking price: €9,900,000
JONATHAN SYRETT ☎ +34 971 40 33 11 ✉ jsyrett@camperandnicholsons.com



ROSPIVA 39.3m/129', Devonport Yachts, 1994/2009, Asking price: €2,100,000
STEEN CHRISTENSEN ☎ +34 971 40 33 11 ✉ schristensen@camperandnicholsons.com



ANDIAMO 36.6m/120', Benetti, 2007, Asking price: €8,800,000*
FERNANDO NICHOLSON ☎ +1 305 604 9191 ✉ fnicholson@camperandnicholsons.com



CHOSEN ONE 36.6m/120', Intermarine Savannah, 2002/2012,
Asking price: US\$ 7,900,000
FERNANDO NICHOLSON ☎ +1 305 604 9191 ✉ fnicholson@camperandnicholsons.com



OSPREY 34.8m/114'2, Hugh McLean & Sons, 1953/2010, Asking price: €1,900,000
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BONITA 34m/112', Moonen, 1997/2010, Asking price: €4,500,000 VAT paid
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MATTHEW FISHER ☎ +33 (0)4 92 912 912 ✉ mfisher@camperandnicholsons.com



REVITALITY 33.5m/109'10", Baglietto, 2005, Asking price: €5,800,000
JEREMY COMPORT ☎ +33 (0)4 92 912 912 ✉ jcomport@camperandnicholsons.com



MARTELLO 28.5m/93'5", Astondoa, 2004, Asking price: €1,950,000 VAT paid
SIMON GOLDSWORTHY ☎ +44 (0)20 7009 1950 ✉ sgoldsworthy@camperandnicholsons.com



AQUILA 27.6m/90'6", Sanlorenzo, 2008/2009, Asking price: €4,900,000
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com



JIVA 33.9m/111'3", Sunseeker, 2008, Asking price: €6,950,000
JORDAN WAUGH ☎ +377 97 97 77 00 ✉ jwaugh@camperandnicholsons.com



NEW JOINT CENTRAL AGENCY
EVELYN 31.1m/102', Malora, 2001, Asking price: US\$ 2,950,000
SCOTT GOLDSWORTHY ☎ +1 954 524 4250 ✉ scottgoldsworthy@camperandnicholsons.com



KATHLEEN M 28m/92', Rayburn, 2007, Asking price: US\$ 4,900,000
WALTER SEA ☎ +1 954 524 4250 ✉ wsea@camperandnicholsons.com



MM 28m/90', Pershing, 2008, Asking price: €4,400,000 VAT paid
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com



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NYALA 25.6m/84'2", Astondoa, 2001, Asking price: €1,490,000 VAT paid
JAAP HAVENGA ☎ +34 971 40 33 11 ✉ jhavenga@camperandnicholsons.com



GHADA 23.95m/78'6", Sanlorenzo, 1997, Asking price: €1,250,000

CHARLES EHRARDT ☎ +33 (0)4 92 912 912 ✉ cehhardt@camperandnicholsons.com



PRICE REDUCTION

PATAGON 23.8m/78'5", Marlow Marine, 2004/2011, Asking price: US\$ 2,400,000
FERNANDO NICHOLSON ☎ +1 305 604 9191 ✉ fnicholson@camperandnicholsons.com



PRINCESS ANITA II 21.9m/71'10", Alalunga, 2001, Asking price: €850,000 VAT paid

JEREMY COMFORT ☎ +33 (0)4 92 912 912 ✉ jcomfort@camperandnicholsons.com



KAKAWI 29.6m/97', Marlow Marine, 2011, Asking price: US\$ 6,800,000

MICHAEL RAFFERTY ☎ +1 561 655 2121 ✉ mrafferty@camperandnicholsons.com

MICHAEL HARTMAN ☎ +1 954 524 4250 ✉ mhartman@camperandnicholsons.com



NEW CENTRAL AGENCY

C2130 38.1m/124'8", Perini Navi, 2012, Asking price: €19,000,000

GASTON LEES-BUCKLEY ☎ +33 (0)4 92 912 912

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TELENE 56m/183'8, Perini Navi, 2007, Asking price: US\$ 25,000,000 - Available for Charter
ALEX LEES-BUCKLEY ☎ +377 97 97 77 00 ✉ aleesbuckley@camperandnicholsons.com



TIARA 54.3m/178', Alloy Yachts, 2004, Asking price: €21,800,000
MARK HILPERN ☎ +44 (0)20 7009 1950 ✉ mhilpern@camperandnicholsons.com
MATTHEW FISHER ☎ +33 (0)4 92 912 912 ✉ mfisher@camperandnicholsons.com



WELLENREITER 46.1m/151'2, Jongert, 2003, Asking price: €12,500,000 VAT paid
ALEX LEES-BUCKLEY ☎ +377 97 97 77 00 ✉ aleesbuckley@camperandnicholsons.com



MARFLOW 37.1m/121'10, Dutch Yacht Builders, 2004/2006, Asking price: €6,750,000 - Available for Charter
CHARLES EHRLDT ☎ +33 (0)4 92 912 915 ✉ cehrdt@camperandnicholsons.com



WHITE SEA 35.1m/114'9, Alloy Yachts, 1994, Asking price: €4,450,000 - Available for Charter
SIMON GOLDSWORTHY ☎ +44 (0)20 7009 1950 ✉ sgoldsworthy@camperandnicholsons.com



PRICE REDUCTION
ROSINANTE OF NOTKA 32.6m/106'11, Notka Yacht, 1998/2005, Asking price: US\$ 4,650,000 - Available for Charter
BOB O'BRIEN ☎ +1 561 655 2121 ✉ bobrien@camperandnicholsons.com



BLUE COAST 88'26.8m/88', Latitude Yachts, 2013, Asking price: €6,650,000
DAVID SEAL ☎ +377 97 97 77 00 ✉ dseal@camperandnicholsons.com



BLUE PEARL 21.3m/70', Swan, 2003, Asking price: €2,100,000
TIM LANGMEAD ☎ +44 (0)20 7009 1950 ✉ tlangmead@camperandnicholsons.com



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Reverie

A remarkable 70 metre motor yacht with exceptional volume over 7 decks. 1975 Gross Tonnes. Pedigree interior design by John Munford offering accommodation for 26 guests, including an entire deck dedicated to the Owner's apartment. Gymnasium, Spa, and a helicopter landing capability.

LOA 70.1m (230ft)
BUILT Benetti, Italy in 2000
DESIGN Stefano Natucci/John Munford
GUESTS up to 26
USD 55,000,000
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Domani

NEW SALES CENTRAL AGENCY!

Keenly offered for sale by a realistic, experienced yacht owner who will take delivery of his next yacht in 2013, DOMANI has been very well maintained and is now ready for a new owner. All interest is strongly encouraged.

LOA 44.2m (145ft)

BUILT Benetti, Italy in 2004

DESIGN Stefano Righini/Francols Zuretti

GUESTS 10/12

USD 19,500,000

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Helix

HELIX is an exclusive, brand new Feadship that is ready for her first Owner. From the world renowned Royal Van Lent shipyard, this is a high volume, impeccably finished, pedigree yacht, offering the best in design, construction and engineering.

LOA 44.7m (146.7ft)

BUILT Feadship, Royal Van Lent, The Netherlands in 2011

DESIGN De Voogt Naval Architects/Sinot Design Associates

GUESTS 10

EUR 33,500,000

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Project 12

A powerful and exciting brand new yacht offered for sale for the very first time. This sleek, modern superyacht will be ready for cruising this summer and will offer a truly thrilling experience for 12 guests in spacious, luxurious surroundings.

LOA 46.6m (152.8ft)

BUILT Cantieri di Pisa/Pisa Superyachts, Italy in 2012

DESIGN Carlo Galeazzi/Mark Berryman Design Ltd

GUESTS 12

EUR 23,000,000

Joint Central Agents for Sale

Ramses

A classic pedigree Feadship of vintage Bannenberg design, RAMSES has just undergone a full repaint, has been meticulously maintained and presents in excellent order.

LOA 43.2m (141.5ft)

BUILT Feadship, De Vries, The Netherlands in 1981, (refit 1995/full repaint 2012)

DESIGN Bannenberg/Howard & Horsfield

GUESTS 12/14

USD 5,750,000 (VAT Paid)

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Smeralda

Spectacular brand new 77 metre successfully launched.

Third in the renowned Silver Series, the dynamically sleek 77m SMERALDA has top speeds of 27 knots, while retaining extraordinary long-range fuel efficient credentials. She comes with a host of enhanced design features and is predicted to become one of this year's most remarkable superyacht launches.

LOA 77m (252.6ft)

BUILT Hanseatic Marine, Australia

DESIGN Espen Øino

QUESTS up to 22

Price on application

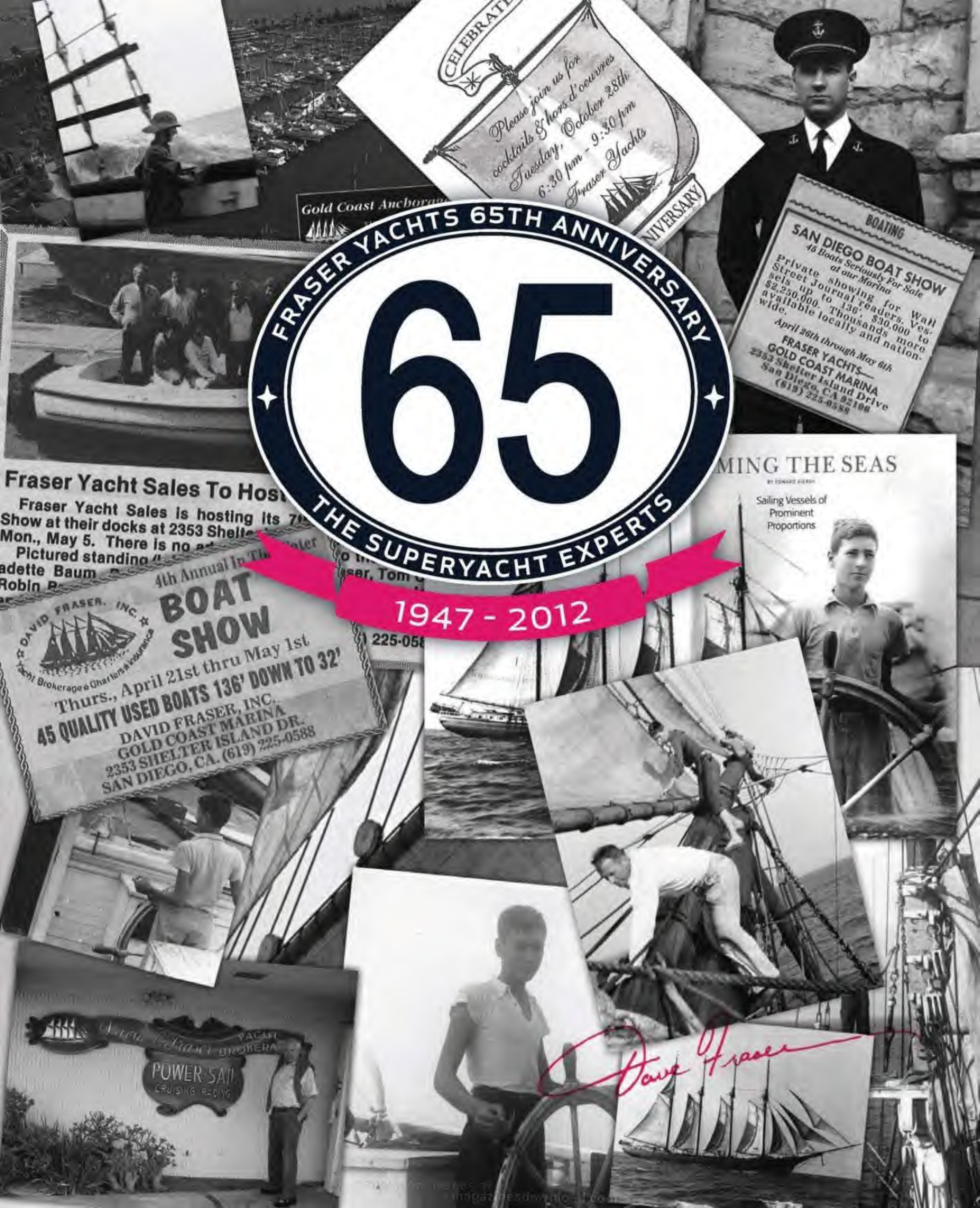
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left: Madette Baum
Robin P.

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Thurs., April 21st thru May 1st

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CANICA | 43m (140') | Baltic Yachts | 2003 | 11,750,000 EUR
 NEW LISTING! Spectacular 141/42m sailing yacht designed by Judel / Vrolijk & Jon Mumford interior. Light and very fast. Lifting keel, DNV Class and superb condition. W. Med.

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MYSTERY | 34m (112') | Nautor Swan | 2000/2008 | 6,400,000 EUR
 German Frers designed performance cruiser. Exceptionally strong and well designed with top level systems and maintenance. Major refit in 2008.
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RAPTURE | 30m (100') | Southern Wind | 2007 | 5,900,000 EUR
 Farr/Nauta designed carbon composite deckhouse sailing yacht. Large volume - intelligent interior layout with (4) double guest cabins plus (2) crew cabins aft. Great condition.
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SEAWOLF

58m (193') | J&K Smit | 1957/2009 | POA

Seawolf is the perfect choice for the adventurous buyer seeking the ultimate go-anywhere explorer yacht. She boasts a gorgeous Italian interior and is in immaculate condition. She offers zero speed stabilization, 18,000 n.m. range, sea kindliness and a private Owner's deck. Seriously offered and an opportunity not to be missed!

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SLOJO

47m (156') | Delta Marine | 2008

An extraordinary long range yacht that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom Stringer Design Partners and is built to perfection in all respects. This is a rare opportunity to acquire an ultra high quality yacht with magnificent spaces, beautiful lines and great specifications at a great price! Slojo is immaculately kept, ready to go and immediately available.

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GRACE E

50m (164') | Codecasa | 2004/2009 | 19,500,000 USD

GRACE E features a large, exceptionally well equipped GYM on the sundeck. She also boasts an elegant interior. Six staterooms, an elevator and remarkable outdoor spaces for dining and relaxing. Outstanding charter record. Meticulously maintained.

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PAPRIKA

30m (101') | Azimut | 2008 | POA

Fantastic yacht with great specification including, zero speed stabilizers and a refreshingly modern interior. Owner has purchased a new yacht. An exceptional vessel in all aspects, an amazing opportunity to have a sea ready boat for immediate delivery. Top condition, turn-key and seriously for sale. Lying Viareggio. Try reasonable offers.

Giulio Riggio | Palma +34 971 700 445 | giulio.riggio@fraseryachts.com



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ZEEPAARD | 37m (122') | JFA France | 2003/2010 | 12,000,000 EUR

Magnificent world cruiser. Owner has just finished his three year around the world cruise and is moving up. Spectacularly maintained, upgraded and ready to go! Very large tenders and toys. VAT paid.

Jan Jaap Minnema | Monaco +377 93 100 450 | janjaap.minnema@fraseryachts.com



BLUESETTE | 29m (95') | Hakvoort | 1997 | 2,750,000 EUR

This timeless Beeldsnijder design, build by the unrivaled Hakvoort Shipyard in Holland is a gentleman's yacht ideal to cruise with small crew. Full displacement and economical in fuel. VAT paid and ready for the season.

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EVIL ZANA | 39m (130') | Sunseeker | 2009 | 11,900,000 EUR

Predator 130 delivered in 2010, with superb customized clear Oak paneling, double balconies in saloon and balcony in the Owner's stateroom. EVIL ZANA benefits from state of the art optional equipment including B&O entertainment, stabilization at

anchor, custom sound insulation, 3rd night generator... She is realistically priced to be sold.

Antoine Larricq | Monaco + 33 678 63 61 72 | antoine.larricq@fraseryachts.com



SATORI | 49m (163') | Heesen | 2011 | 44,000,000 USD

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PARAFFIN | 60m (197') | Feadship | 2001/2010 | POA

Paraffin is a luxurious six stateroom yacht featuring a highly refined interior of the highest quality, along with an armada of toys and zero speed stabilizers, an exceptional wine cellar and a large gym with 360 degree view.

Dennis Frederiksen | Monaco + 377 93 100 450 | dennis.frederiksen@fraseryachts.com

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DEEP BLUE II | 43m (143') | Oceanco | 1996/2008 | 15,900,000 USD

Quality construction with a detailed and thoughtful design. Interior design by Paolo Rossi. Showboats International award for the best semi displacement yacht over 40m. Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com

COUACH 5002 FLY | 49m (163') | Couach | 2013 | 29,000,000 EUR

With a METRICA interior, this project has been followed by top marine surveyors.

Pierrik Devic | Monaco +377 93 100 450 | pierrik.devic@fraseryachts.com

Dennis Frederiksen | Monaco +377 93 100 450 | dennis.frederiksen@fraseryachts.com



FOR SALE & CHARTER



PRINTEMPS | 34m (112') | Heesen | 1987/2009 | 1,950,000 EUR

Sleek and classic Heesen/Dutch quality yacht with an interior by Howard and Horsefield, ideal family yacht to cruise the French Riviera. Successful charter yacht. Antoine Larricq | Monaco +377 93 100 450 | antoine.larricq@fraseryachts.com

BLUE ICE | 45m (150') | Palmer Johnson | 2009 | 24,900,000 USD

Style, performance, and luxury abound in BLUE ICE. 5 SR, 10-12 guests, zeros speeds, interior by Nuvolari-Lenard, 22kt cruise. Lloyds/MCA classed. Lying Old Port, Cannes.

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BETTY | 38m (126') | Royal Denship | 2001/2008 | 7,900,000 USD

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X | 47m (155') | Feadship | 1987/2009 | 9,500,000 USD

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QUIVIRA | 35m (116') | Benetti | 1979/2008 | 3,995,000 USD

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DOUBLE SHOT | 36m (119') | Tecnomar | 2011 | 8,200,000 EUR

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Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



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SOUTHERN CROSS III | 55m (181') | Nishii | 1986/2008 | 8,950,000 EUR

One of the most recognizable superyachts of the 80's, Jon Bannenberg Design. Outstanding spaces with exceptional layout and huge observation lounge. Richard Earp | Monaco +377 93 100 450 | richard.earp@fraseryachts.com



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VOYAGER | 25m (84') | Custom Built | 2004/2007 | 2,395,000 EUR

A pocket size explorer yacht with all the DNA of a much larger vessel. Cavernous interior with a flexible layout. Ready for 2012 season.

Peter Jones | London +44 20 7016 4480 | peter.jones@fraseryachts.com



ALLEGRO | 20m (66') | Azzura Marine | 2006 | 1,850,000 EUR

Warwick 67 by Azzura Marine. This all-carbon masterpiece was conceived for short-handed, trouble-free world cruising. Keenly for sale.

James Munn | Monaco +377 93 100 450 | james.munn@fraseryachts.com



FRASER YACHTS



PROTEKSAN-TURQUOISE 75M | 75m (246') | Proteksan | 2014

Beautiful Andrew Winch design well into construction with several layout and styling options still possible. Present design includes an owner's private deck, six staterooms on the main deck and a stunning spa area. With a GT of just under 2,000

tons her design includes a helicopter landing facility and large tender garages. At €57.5m she is the most attractively priced yacht of this size on the market today. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



TURQUOISE | 55m (181') | Proteksan | 2011

Full displacement yacht delivered last year. Six staterooms with two on deck. Tenders in garages, zero speed stabilizers, Lloyds class, MCA and LY2. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



RC | 41m (135') | Baglietto | 2004/2011 | 9,700,000 EUR

MY RC - the very famous 41 mt Baglietto is now for sale. She accommodates 10 guests in great comfort, in 5 cabins with owner suite on main deck. Unique interior design. Ciro Pettruci | Viareggio +39 335 18 22 971 | ciro.pettruci@fraseryachts.com



PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | POA

Designed with elegance and comfort, Princess Sarah is in pristine condition. Features 6 Staterooms with on deck master and a very gracious salon. Scott French | Fort Lauderdale + 1 954 463 0600 | scott.french@fraseryachts.com



Not for sale to US residents while in US waters.

MOON GODDESS | 35m (114') | Danish Yachts | 2006/2012 | 6,500,000 USD

Hi-tech, open-top dayboat with seductive lines, top speed of 45 knots. Constructed of carbon fiber, Kevlar, and epoxy, is faster, stronger and lighter than other super yachts. Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com

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VVS1 | 34m (112') | Alloy Yachts | 2007/2012 | 11,500,000 EUR

The owners were very involved with the design and construction of VVS1, the "Range Rover" of the sea, working closely with Greg Marshall to break traditional thinking in layout and shape. David Legrand | Monaco +377 93 100 450 | david.legrand@fraseryachts.com



CONSTELLATION | 40m (131') | Westport | 2007 | 11,900,000 USD

Mahogany raised panel interior. Exercise room with Sauna. Master cabin offers a study/ lounge. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com
Josh Gulbranson | Ft. Lauderdale + 1 954 463 0600 | josh.gulbranson@fraseryachts.com



KAUHALE KAI | 28m (90') | ABD Aluminum | 1996/2011 | 3,950,000 USD

A remarkable expedition yacht. Just completed 50,000 nm odyssey. Fully equipped, continued updates & excellent condition. Huge volume, fantastic owner's suite. Fully serviced. Neal Esterly | San Diego + 1 619 225 0588 | neal.esterly@fraseryachts.com



VINTAGE | 27m (90') | Ferretti Navetta | 2011/2011

Accommodation for 10 guests in 4 cabins, all ensuite, detailed maintained. Skylounge with 360° view, elegant classic interior. Spacious salon. Thorsten Giesbert | Palma +34 971 700 445 | thorsten.giesbert@fraseryachts.com



LAUREL | 73m (240') | Delta Marine | 2006

Superbly executed by Delta Marine with interior design by Don Starkey. Seven staterooms in owners party. Steel hull and composite superstructure. She is exquisite in her detail, finish and condition. LAUREL is certainly the highest

pedigree yacht of her size on the market. Please call for viewing appointment.

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170'/52m Amels 2004/12 **MARJORIE MORNINGSTAR***

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168'/51m Oceanco 1997/12 **LAZY Z***

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161'/49m Trinity 2009 **BLIND DATE***

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151'/46m Delta 2009 **KATYA***

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220'/67m Shadow Marine 2007 **ALLURE SHADOW**

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203'/62m VSY 2010 **ROMA***

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177'/54m Mondo Marine 2013 **HULL #1***

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177'/54m Baglietto 2009 **BURKUT***

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174'/53m Oceanfast 2004 **SEA BOWLD***

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SAVVY 64' (19m) :: Claasen Jachtbouw :: 1995 / 2009 :: \$1,250,000

Michael Nethersole :: Fort Lauderdale :: +1 954 522 3344 :: michael.nethersole@northropandjohnson.com

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GALLANT LADY 168' (51.22m) :: Feadship :: 2007 :: \$42,500,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com



DESTINATION FOX HARB'R TOO 161' (49m) :: Trinity :: 2008 :: \$19,950,000
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FOR SALE AND CHARTER



NEWVIDA 160' (48.78m) :: Delta Marine :: 2001/2009 :: \$21,500,000
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MY WAY 103' (31M) :: Cheoy Lee :: 2002 :: €1,495,000
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BANDIDO 90' (28m) :: Bandido by Jade Yachts :: 2009 :: €5,250,000 incl VAT
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INFLAGRANTI 61' (18.85m) :: Swan 60 / G Frers design :: 1996 / 2011 :: €1,050,000
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54m | 2013 | Italy
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Sea Breeze | Kaiserwerft
31m | 2005 | Italy
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Les | Mangusta
33m | 2007 | Italy
€6,500,000

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Mystic | CMB Yachts
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€14,995,000

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Woody | Leopard Cantieri Arno
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Callaloo | Mangusta
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NORTHERN STAR

248 Ft. (75.6m) Lürssen 2009

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KISMET 223 Ft. (68m) Lürssen 2007

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Project HERMES 210 Ft. (64m) Palmer Johnson 2013

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LADY KATHRYN V 200 Ft. (61m) Lürssen 2011

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HARMONY 164 Ft. (50m) Westport 2010

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Pershing 64 | 20.04 m. | 2008
€ 1.385.000 excl. VAT



Riva 92 Duchessa | 28.00 m. | 2010
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CRN 128 | 39.60 m. | 2009
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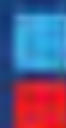
FOUR ACES 183' (56M) Benetti 2005/2008. 6 Staterooms
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MIA ELISE 164' (50M) Trinity 2010. 6 Staterooms
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ZOOM ZOOM ZOOM 161' (49M) Trinity 2005. 5 Staterooms
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SORAYA 153' (47M) Soraya 2012. 5 Staterooms
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MAO 129' (40M) Mangusta 2009. 4 Staterooms
C.A. Kevin Bonnie +33.616.39.1959



SHALIMAR 118' (36M) Benetti 1994. 5 Staterooms
C.A. David Nichols 954.682.6853



MAMBO 112' (34M) Ferretti 2004. 4 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Frank Grzeszczak Jr. 954.830.4867



GALILEE 106' (32M) Westship/Westport 1995. 5 Staterooms
C.A. Ron Morgenstein 954.309.9740 or C.A. Frank Grzeszczak 954.494.7096





LADY LINDA 187' (57M) Trinity 2012. 6 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. John F. Dane 228.223.7144



STREAMLINE 161' (49M) Mondo Marine 2009. 6 Staterooms
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CARPE DIEM II 150' (46M) Trinity 2002/2011. 5 Staterooms
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STAR SAPPHIRE 117' (36M) Bilgin 2008. 4 Staterooms
C.A. Bob Anslow 561.248.5122



NEW LIFE 92' (28M) Lazzara 2009. 4 Staterooms
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BROKERAGE SELECTION



Velvet 35

2007 - 3 cabins - 2x2.285 MTU - Lying in Tuscany (Italy)
Euro 2.200.000,00



Admiral 31

2002 - 2 x 2.350 MTU - 4 cabins - perfect condition
Price reduced Euro 2.500.000,00



Admiral 28

1996 - 2 x 2.280 MTU - full optional - Perfect condition
Very interesting price



Riva Opera 85

2004 - 3 cabins - perfect condition



Rodriquez 38

2007 - 2 x 1.825 CAT - 5 cabins - Lying in Tuscany (Italy) - Make an offer



Mangusta 105

2007 - 2 x 2.400 MTU - very good condition - Lying in Tuscany (Italy) / 2004 - 2 x 2.285 MTU - very good condition - Lying in Tuscany (Italy)



Falcon 102

2005 - 2 x 2.000 MTU - 4 cabins - Lying in Tuscany (Italy) - Euro 2.400.000,00 VAT EX



Falcon 90

2008 - 4 cabins - 2 x 2.000 MTU - stabilizing system zero speed - very good condition - Lying in Tuscany (Italy) - Euro 2.000.000,00 VAT EX



Mangusta 80

1998 - 3 cabins - 2 x 2.000 MTU - Lying in Tuscany (Italy)



Velvet 24

2003 - 3 cabins - 2 x 2.000 MTU - Lying in Tuscany (Italy) - Make an offer



Kaitos 76

2003 - 3 cabins - 2 x 2.000 MTU - 54 knots Lying in Tuscany (Italy) - Make an offer



Astondoa 66

2000 - 2 x 1.300 MAN - lying in Tuscany (Italy) - Make an offer



Rizzardi 73

2006 - 2 x 1.360 MAN - Lying in Tuscany (Italy) - Make an offer



Sarnico 60

2006 - 2 x 1.100 MTU - very good condition



Fairline 52

2006 - 3 cabins - 2 x 775 Volvo Penta Make an offer



Maestro 51

2007 - 3 cabins - 2 x 730 MAN - Lying in Tuscany (Italy) - Make an offer

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AB 116 FROM 2010 AND AB 140 FROM 2009
PRICE ON REQUEST.



GAMMA YACHTS - 2011: 22M - 2X 600HP YANMAR - 3 CABINS
2 CREW - FUEL CONSUMPTION 45L/H - 2 156 000 EUR.



AICON 64: 4 CABINS - 2 X MAN V12 (2X1224
HP) 780 000 EUR.



MANGUSTA 92' - 2006: 28,30M - 2 X 2400 HP
MTU 16V - 4 CABINS - 2 600 000 EUR.



LEOPARD 31 - 2008: 3 X MTU 2000 - 4 CABINS
4 CREW - 3 200 000 EUR.



LEOPARD 27M - 2000: 3 CABINS CREW
2 X MTU 1800 HP - 950 000 EUR.



AB 68' - 2003: 3 CABINS + CREW
2 X MAN 1550 HP - 880 000 EUR.



PRIVILEGE 615 - 2008: 4 CABINS + CREW
2 X 110 HP - 1 000 000 EUR.



LEOPARD 24 - 2005: 2 X MTU 12V1850 MI
3 CABINS + 2 CREWS - 1 300 000 EUR.



AXANTHA II - 2011: 43M - 2 X CUMMINS 750 HP
10 GUESTS 5 CABINS 8 CREW - 19.000.000 EUR.

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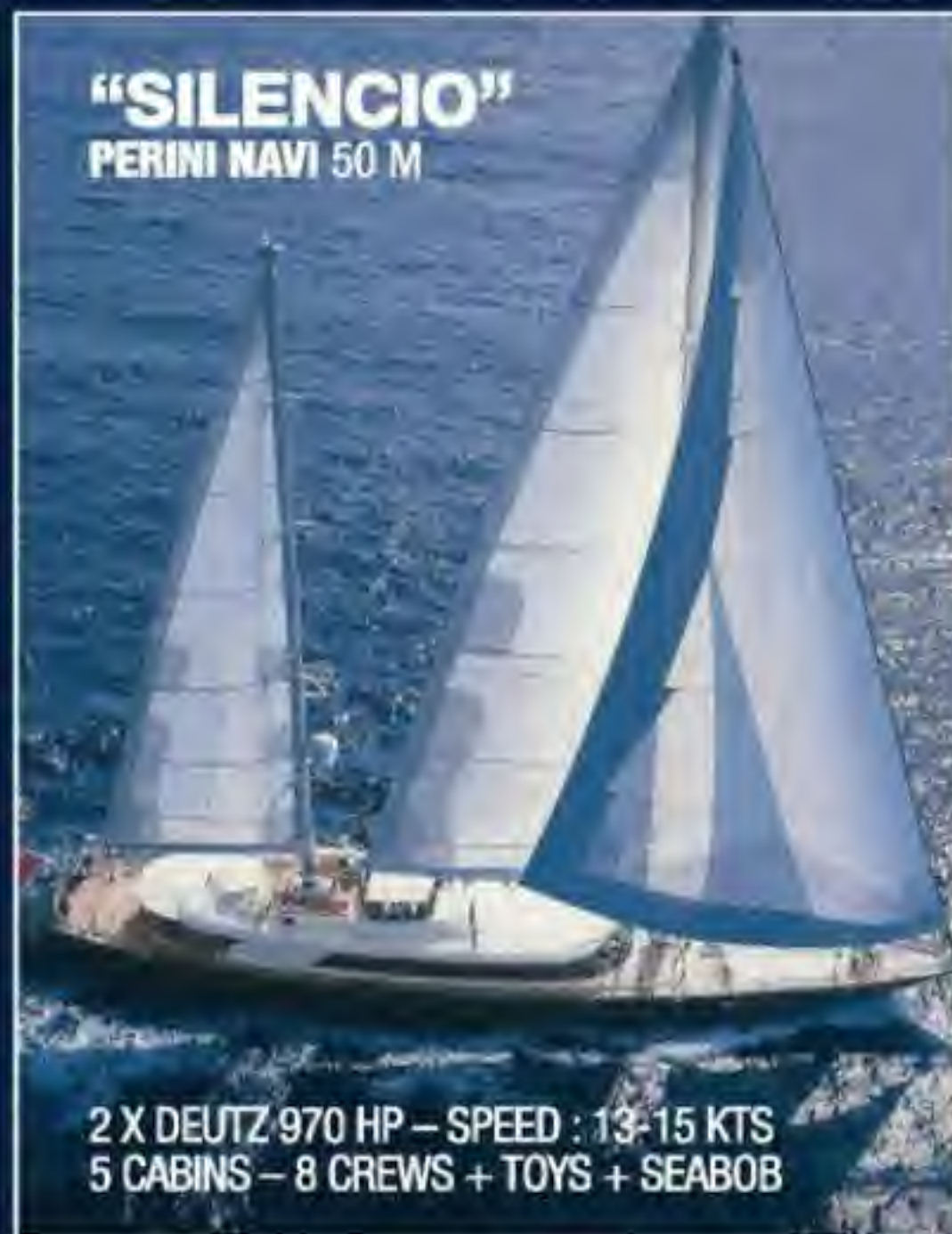
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2 X MAN 1400 HP - 3 CABINS 2 CREW - 5 600 EUR/DAY - 40 000 EUR/WK.



WILJIM : AZIMUT 62' - 21M - 2 X CAT 1015 HP - SPEED : 30-33 KTS
- 3 CABINS 2 CREW - 3 800 EUR/DAY - 25 000 EUR/WK.



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SPEED : 28-32 KTS 3 CABINS 3 CREW - 45 000 EUR/WK.



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5 CABINS - 8 CREWS + TOYS + SEABOB



GPS : SAN LORENZO - 27M - 2 X MTU 2000 HP - SPEED : 22-29 KTS
4 CABINS 3 CREW - 8 000 EUR/DAY - 45 000 EUR/WK.



AXANTHA II : 43M - 2 X CUMMINS 750 HP
10 GUESTS - 5 CABINS - 8 CREW - 140 000 EUR/WK.



MELANYA - MAJESTY YACHTS 2007 : 36M - 2 X MTU 2000 M90
16V 1343 KW - 12 000 EUR/DAY - 85 000 EUR/WK.



KOKAB - AB YACHTS 68' : 20,65M - 2 X MAN 1550 HP - 3 CABINS
2 CREW - TENDER & WATER TOYS - 4 300 EUR/DAY - 26 000 EUR/WK.



GREMAT - LEOPARD SPORT 27M - 2 X MTU 1850 HP
3 CABINS 2 CREW - 6 000 EUR/DAY - 39 000 EUR/WK.



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Mike Williams / John Varga, C.A.'s



105' Crescent 1994 "CLOUD 9"
Camm Moore, C.A.

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SINCE 1964



103' West Bay 2001
Mark Peck, C.A.



98' West Bay 1997
Andrew Miles / Bryan Long, C.A.'s



92' Tarrab 2002
Andrew Miles, C.A.



90' Hargrave 2005
Bryan Long, C.A.



88' Tarrab CPMY 2002
Andrew Miles, C.A.



85' Broward 1982
Chris June/Alex Rogers, C.A.'s



85' Pacific Mariner 2008
Claude Racine, C.A.



84' Northcoast 2001
Camm Moore, C.A.



81' Cheoy Lee 2001
Claude Racine / John Vaga, C.A.'s



80' Lazzara 1998
Mark Peck, C.A.



78' West Bay 2002
Claude Racine, C.A.



77' Horizon MY 2008
John Varga, C.A.



75' Hatteras 2001
Alex Rogers, C.A.



75' Sunseeker Manhattan 2006
Ralph Raulin, C.A.



74' Hatteras MY 1997
Andrew Miles, C.A.

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NAMOH 125'0" (38.1 m) 2003 CHEOY LEE



VICTORIA DEL MAR 121'0" (36.9 m) 2001/2008 MOONEN*



RUSALKA 118' (36.0 m) 1994/2004 CHRISTENSEN



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SURYA 85'0" (25.9 m) 2004/2005 PACIFIC MARINER



MONTAGE 80'0" (24.4 m) 2009 OCEAN ALEXANDER

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BLUE SCORPION 53.00m (173.11 ft)
Baglietto | 2006 | Viareggio | EUR 21,500,000 VAT Paid



ALSO FOR CHARTER

JANA 46.30m (151.11 ft)
Feadship | 1986 | Abu Dhabi | USD 9,950,000



INFINITY 46.00m (150.11 ft)
Cobra Yacht | 2011 | Bodrum, Turkey | EUR 8,950,000



ALSO FOR CHARTER

ARIETE PRIMO 44.20m (144.8 ft)
Richard Dunston Ltd | 1967/2006 | Genoa | EUR 19,000,000



NEW LISTING FOR SALE

CHRISTENSEN 141 43.00 m (141.0 ft)
Christensen | 2000 | Ft Lauderdale FL | USD 7,750,000



ALSO FOR CHARTER

SOPHIE BLUE 41.00m (134.6 ft)
CBI Navi | 1998 | South of France | EUR 6,900,000



MUSTANG SALLY 39.60 m (130.0 ft)
Westport | 2009 / 2010 | Ft Lauderdale FL | USD 17,600,000



ALSO FOR CHARTER

ASPEN ALTERNATIVE 36.60m (120 ft)
Sovereign | 2002 | Ft Lauderdale FL | USD 5,500,000

**SALES & PURCHASE
CHARTER
NEW CONSTRUCTION**



ANTIBES 32.00m (105.0 ft)
Ustaoglu | 2010 | Kusadasi, Turkey | EUR 4,450,000



MELIMAR 30.50m (100.0 ft)
Azimut | 1999 | Ft Lauderdale, FL | USD 2,550,000



NATALITA III 30.50m (100.0 ft)
Azimut Jumbo | 1996 | Ft Lauderdale, FL | USD 1,995,000



ALSO FOR CHARTER

MASTIFF 28.68m (94.2 ft)
Appledore | 1967 / 2010 | Genoa | EUR 3,200,000



HOPE 27.40m (90.0 ft)
Palmer Johnson | 1992 | Delray Beach | USD 3,895,000



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ZAKOUSKA 26.50m (87.0 ft)
Warren Yachts | 2006 | New York, USA | USD 3,900,000



MARLOW 78-E 23.80m (78.0 ft)
Marlow | 2011 | South Florida | USD 3,950,000



PRICE REDUCTION

ELIZABETH 23.77 m (78 ft)
Feadship | 1988 | Miami, FL | USD 3,450,000

Feadship Go 128'0"

For sale



Ready to Go

At 39 metres in length, Go is a superlative example of the distinctive Feadship merits of first-class design, construction, engineering and fine detailing in a stylishly compact format. Her interior is from the

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complete with lounge. An enormous variety of 'outdoor-in' facilities make Go ideal for chartering should you choose to do so.

Length: 39.00 m / 128'0" • **Builder:** Feadship • **Naval Architect:** De Voogt Naval Architects • **Guest staterooms:** 10 guests - ten in five staterooms
Price: 22,900,000 EUR

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Feadship Helix 146'6"

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With both the master stateroom and the guest suites on the main deck, the incredible views are sure to delight all who spend time onboard *Helix*.

Length: 44.65 m / 146'6" • **Builder:** Feadship • **Naval Architect:** De Voogt Naval Architects • **Guest staterooms:** 10/12 guests - ten in five staterooms, plus two in convertible private office • **Price:** 33,500,000 EUR

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Engines 2 x 2434hp 16V 2000 M93 Shaft



SUNSEEKER 90 YACHT 2008

Contact Broker: Harry Bristow-Holmes - +44 7595 002 698 - harry@sunseekerlondon.com

£2,495,000 EX TAX

Engines 2 x 1800hp Caterpillar C32

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SUNSEEKER 82 YACHT 2006

£1,495,000 EX TAX

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Engines 2 x 1675hp C32



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Couach 195 Fly Lukia / 2005

Engines: MTU Detroit Diesel 2 x835 Hp
702 hours
3 cabins
Selling Price: 700 000 €

Couach 2100 Open Nérée / 2006

Engines: MTU 10V2000M-93CR 2 X 1217 Hp
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3 cabins & 1 crew cabin
Selling Price: 1 000 000 €



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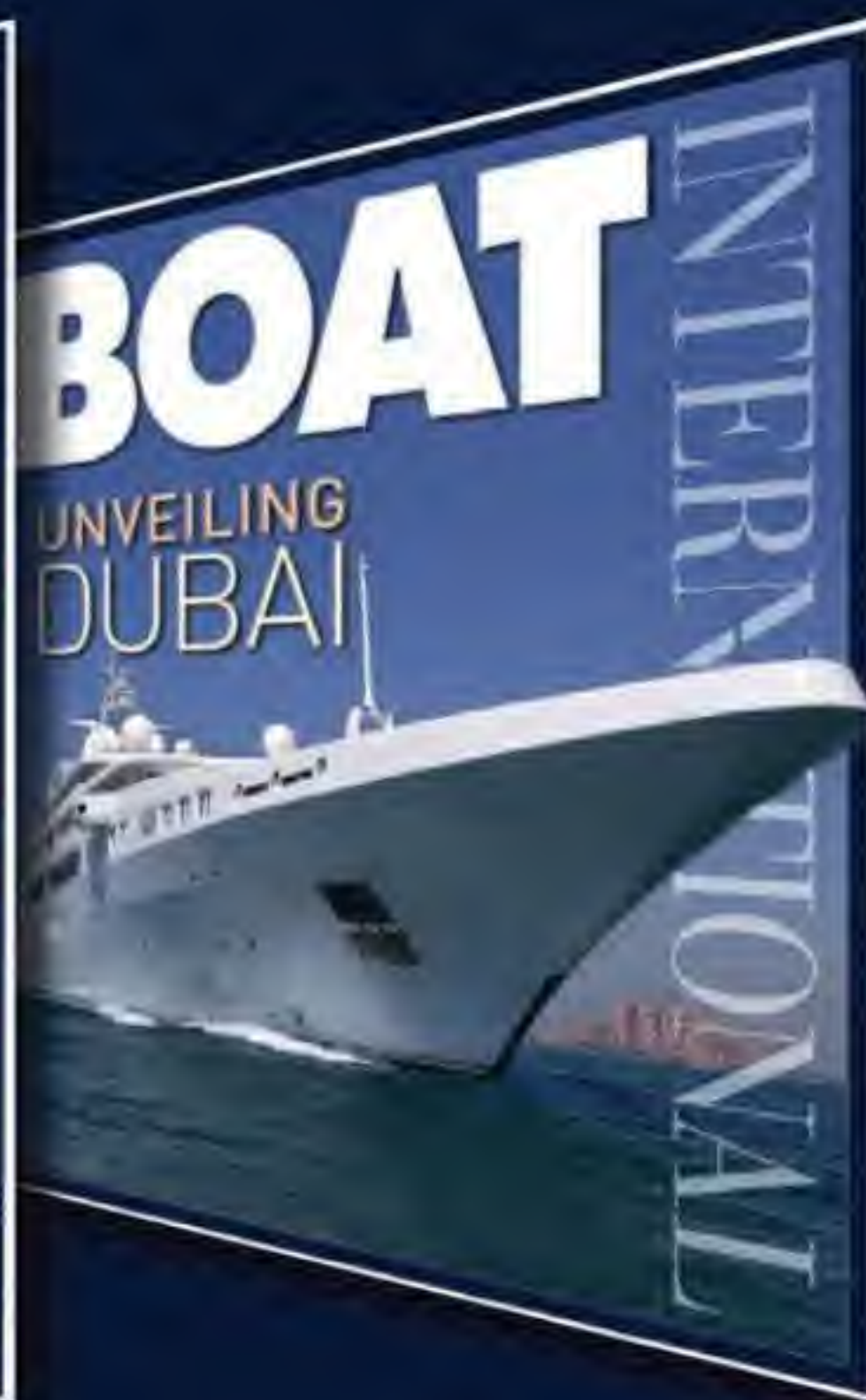
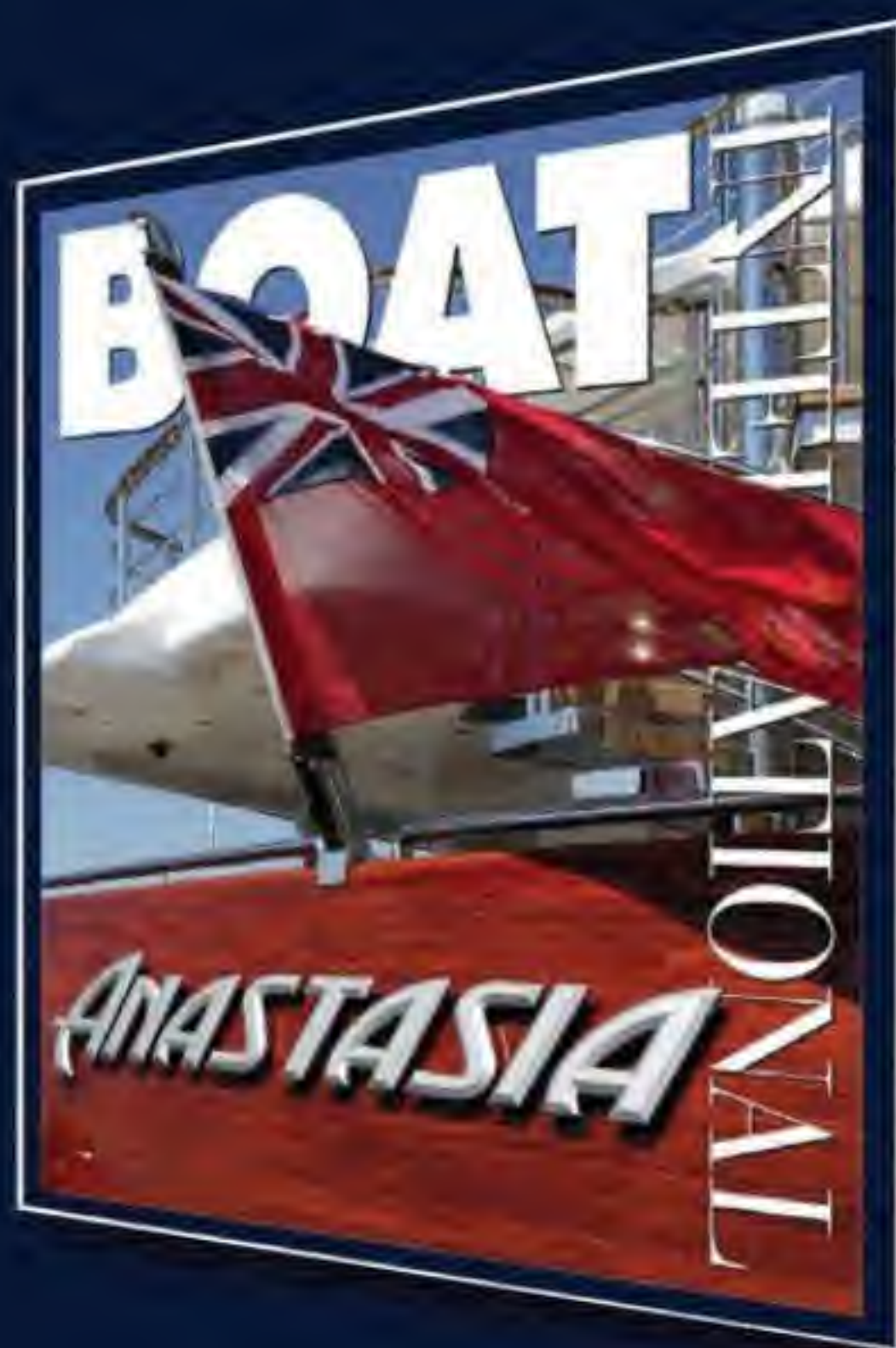




photo: Gilles Martin-Raget

AORI Wally 80

Styling and interiors of Wally and Lazzarini Pickering Architects, hull lines of Farr Yacht Design. AORI features a canting keel for enhanced performance and comfort. Accommodation for 6/8 in 3 cabins plus crew. Wally, 2004 - 23.99 m / 78' 8" Asking price € 2,750,000



BAIA ONE Baia One 43

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ALTAIR's near mythical status in the classic yacht world is for good reason – she has become the standard bearer for the cause of authenticity since her landmark restoration in 1987. William Fife III may have saved his best until last; commissioned as an ocean going cruising boat for the southern seas and her designer's last big boat, Fife could not help but create a blend of breathtaking beauty; fast, safe and totally capable.

Always the darling of the classic regatta fleet and often winning her class; ALTAIR is the ultimate vintage yacht. While important as the yacht to have started what has become the classic yacht revival, that role is as nothing to her own status at the top of this hierarchy.

Her dimensions have allowed for the modern comforts that a smaller classic will not; all discreetly concealed and allowing her to cruise anywhere. Above all she is blessed with the spirit engendered by her original designer the incomparable William Fife III.

33 High Street, Poole BH15 1AB, England. Tel: + 44 1202 330077

email: info@sandemanyachtcompany.co.uk

www.sandemanyachtcompany.co.uk



S/Y FLEURTJE

Fleurtje is a 57m (187'0"ft) sail yacht built by Amsterdamsche Scheepwerf de Vries Lentsch. She was launched in 1960 and she has gone through several refits over the years, which allowed her to remain at a top condition.

LOA 57.0 m (187.0')
Draft 4.9 m (16.0')
Beam 8.5 m (28.1')
Cruise Speed 12 knots
Max Speed 15 knots
Year 1960
Cabins 6
Guests 12
Crew 14

17, Gr. Lampraki,
 185 33 Pireaus, Greece
 T: +30210 41 13 194,
 F: +30210 41 18 818,
 email: info@adyachting.com,
 url: www.adyachting.com
www.greekyachts.gr

Fleurtje is available for Charter by Aris Drivas Yachting Ltd.

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2009 SUNSEEKER PREDATOR 84

Engines: 2 x 2434HP MTU 16V 2000 M93
Lying: Italy

£2,250,000 Ex VAT
Central Agent

BLANCO



2009 PRINCESS 85 MOTOR YACHT

Engines: 2 x 1800HP MTU 12V 2000 M93
Lying: Mallorca
Please visit www.princess85my.com

£2,500,000 Ex VAT
Central Agent

KITARO



2009 SUNSEEKER PREDATOR 92 SPORT

Engines: 2 x 2434HP MTU 16V 2000 M93
Lying: South of France
Please visit www.mykitaro.com

£3,595,000 VAT Paid
Joint Central Agent

GEMINI



2004 FERRETTI CUSTOM LINE 94

Engines: 2 x MTU 16V 2000 M91
Lying: Mallorca
Please visit www.ferretti94.com

£3,350,000 Ex VAT
Central Agent

BANDA ZUL



2010 SUNSEEKER 88 YACHT

Engines: 2 x 1947HP MTU 12V 2000 M94
Lying: Spain

£3,095,000 Ex VAT
Central Agent

LE VOLPI



2010 SUNSEEKER PREDATOR 130

Engines: 2 x 3460HP MTU 12V 4000 M93L
Lying: South of France

£10,950,000 Ex VAT
Joint Central Agent

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Tel: + 44 (0)207 871 6730 24 hr GSM: + 44 (0)7831 217033 / +44 (0)7554 447533
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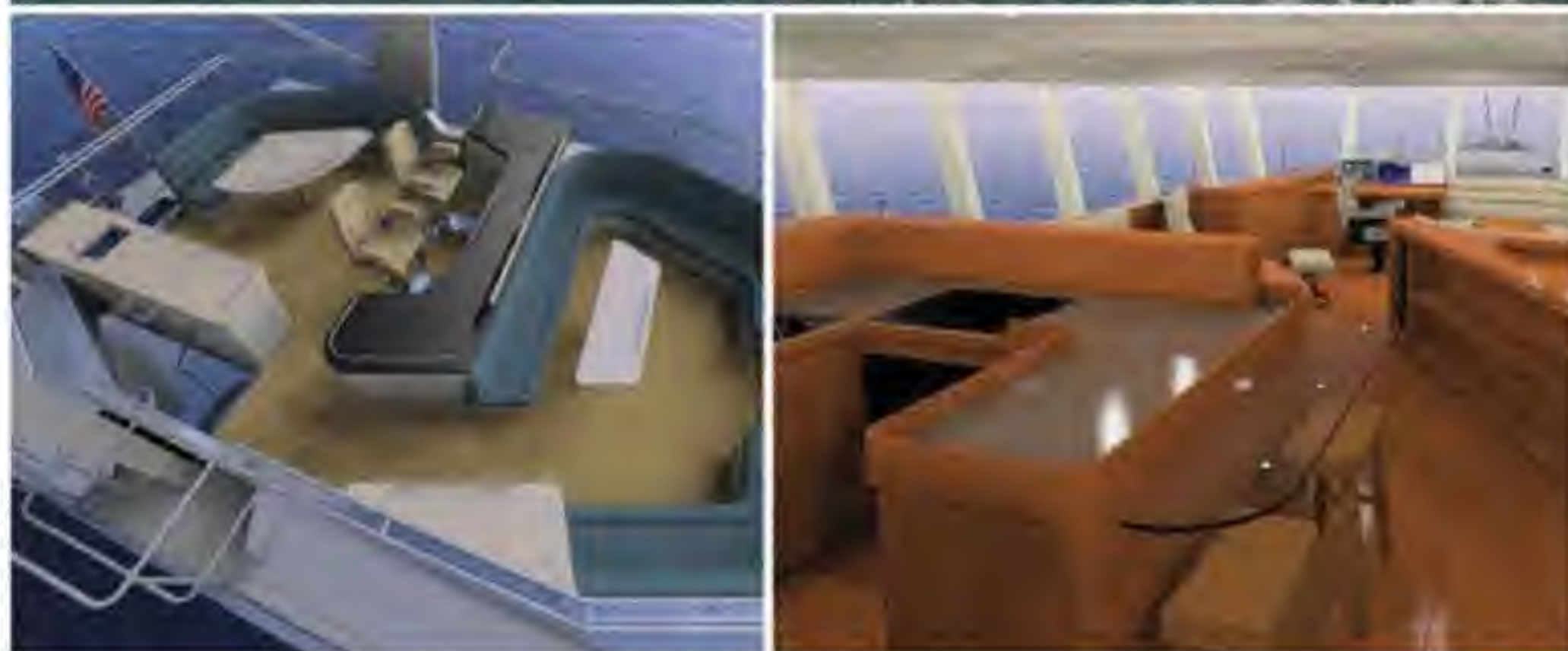


FPB 97'

With Hull #1 now under construction, you could be second. Her code name 'wicked' is apt. Simply the last word in serious passagemaking, a few facts –

- She comes with the strongest structure ever offered in a production yacht
- She maintains fossil fuel independence at anchor
- She has a 5,000 nautical mile range at 11.7 knots
- She offers heavy weather capability (including recovery from capsizing)
- She is optimised for owner operation, having been engineered for easy maintenance, making crew an option not a necessity.

Steve Dashew and Circa – accept no imitation.
Distributed in Europe by Berthon.



Oyster 72'

£1,595,000 + VAT
Lymington

From 2007, expect great sailing and competence in blue water – Rob Humphreys handles all that. Beautifully crafted by the bods at SYS and skipper maintained since before orange! Not particularly understated we agree, but a fab sailing yacht and she is massively seriously for sale. All offers within the bounds of decency are welcome.



Moonen 58'

£415,000
Scotland

Small, yet perfectly formed, this pocket Moonen is just the job for clockwork yachting in total comfort, and you get to give having crew a miss too! From 1993, a series of smitten owners have expended the necessary buckloads of splosh required to ensure that she continues to gleam. A recent price tumble puts her firmly into bobby bargain territory



SEA DWELLER

Exemplary 46m semi displacement aluminium Heesen from 1999 with substantial refit in 2010, comfort and Dutch quality with speeds of up to 25 knots to be enjoyed. Main deck master with 4 further guest cabins all in beautiful cherry wood.

Price: 12,500,000 EUR. Central Agents for sale and charter.



SOFIA 3

Just completed interior redecoration including all new linens, furniture and revamping. She boasts an immaculate interior and is by far the most successful 43m, 2008 Baglietto on the market - absolutely not to be missed. Accommodates 12 guests in 5 cabins.

Price: 15,250,000 EUR. Central Agents.

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+41 44 390 25 75

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+64 9 358 3446

DUBAI
+971 432 43327

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LA REINA DEL MAR - NEW CENTRAL AGENCY

Beautiful 31m Hakvoort from 1985, canoe stern world cruiser with a complete new interior during a refit at Pendennis (2005). Current Owner has decided to spend his time ashore now and wishes to see his beloved yacht sold. Accommodates 8 guests in 4 cabins.
Price: 3,700,000 EUR (VAT Paid). Central Agents.



ALTER EGO - NEW CENTRAL AGENCY

This voluminous converted German tug from 1990 is a very solid 33.8m ocean going explorer yacht refitted in 2011. Extraordinary exterior deck space. Bureau Veritas classed and St Vincent commercially registered, great volume at 312 grt. Accommodates 12 guests in 5 cabins.
Price: 3,950,000 EUR. Joint Central Agents.



ZEEPAARD - NEW CENTRAL AGENCY

Launched in 2003 by JFA Chantier Naval and refitted in 2010, ZEEPAARD is a magnificent 37m world cruiser. Owner has just finished his three year around the world cruise and is moving up. Spectacularly maintained, upgraded and ready to go! Very large tenders and lots of toys. Accommodates 10 guests in 5 cabins. Price: 12,000,000 EUR. Joint Central Agents.



CLEAR EYES - NEW CENTRAL AGENCY

Reintroducing the 2010 43m Pax Navi CLEAR EYES to the market with a 1.95m EUR price reduction! Charterers (including an Atlantic crossing) have raved about her volume, sailing performance, solid construction and more. Accommodation for 10 guests in 5 cabins. Price: 9,000,000 EUR. Central Agents for sale and charter.

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WERE DREAMS

Third in the much praised and admired AMELS 171 Limited Editions Series. Delivered to her Owner in April 2008 and successfully cruised far and wide since. Highly spec'd and superbly maintained without regard to cost, often said but rarely proven – except in this case. Lying in the South of France and ready for the season. Price: 29,950,000 EUR. Central Agents.



REVERIE

Without doubt the best buy in the mega-yacht market. No matter which way you measure it; length, volume, number of decks or suites, the 70m, 1,975 gross ton, 7 deck REVERIE with 8 guest suites (and 2 further staff cabins) offers unbeatable value. Impeccably maintained and available for immediate delivery to a new Owner. Price: 55,000,000 USD. Joint Central Agents for sale and Central Agents for charter.

SIMPLY IMPECCABLE.



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